



Planning Commission Staff Report

CITY OF COLTON
Development Services Department – Public Hearing

MEETING DATE: November 11, 2025

FILE INDEX NUMBER: DAP25-0024

REQUEST: **A General Plan Amendment and Municipal Code Amendment** to modify truck routes listed in the Truck Routes section and shown in Figure M-8 & M-8.1; refine Policies M-5.5 and M-5.6 within the Mobility Element of the General Plan and in Title 10, Section 10.60 of the Colton Municipal Code amending the 2016 Truck Routes Master Plan in accordance with Assembly Bill 98 (AB 98)(Reyes, 2024) and Senate Bill 415 (SB 415)(Reyes, 2025); and, alter the City’s process for changing truck routes from adoption of an ordinance to amendment of the General Plan Mobility Element.

APPLICANT: City of Colton – Development Services Department – Planning Division

ACTIONS:

APPLICATION FILED: 4/23/2025

APPLICATION REVIEW COMMITTEE: N/A

COMMUNITY MEETING: 11/3/2025

PLANNING COMMISSION STUDY SESSION MEETING: 10/28/2025

ENVIRONMENTAL DETERMINATION: The City of Colton Planning Department has determined that the above-described project will not have a significant effect on the environment and has recommended certification of an addendum to Environmental Impact Report (EIR) State Clearing House No 2012031037. The Planning Commission will consider the proposed project, and the proposed addendum, at the public hearing. The environmental impact report and addendum for the proposed project are available online on the Planning Department website at: listed under <https://www.coltonca.gov/779/Environmental-Documents> The meeting documents for the proposed project can be viewed online under the hearing date at: <https://www.coltonca.gov/785/Planning-Meetings>

PROPERTY INFORMATION:

Location: Citywide

Project Description: The City of Colton proposes to update its 2013 General Plan Mobility Element to comply with Assembly Bill 98 (AB 98) passed on September 30, 2024, and the subsequent cleanup legislation, Senate Bill 415 (SB 415) passed on October 3, 2025. This legislation introduces significant changes to how California regulates logistics uses defined as facilities in excess of 250,000 square feet that are primarily used for the handling, storage, and distribution of goods.

A key component of the legislation is the requirement for cities designated by the legislation as warehouse concentration region jurisdictions to designate truck routes that are consistent with the requirements of the bill (codified as Section 65302.02 of the Government Code) and incorporate the routes into the General Plan by January 1, 2026. This will supplement the City’s recent work in updating the City Zoning Code that resulted

in the adoption of Ordinance O-01-23, adopted on February 21, 2023, amending various sections of Title 18 (Zoning Code) that provided new definitions, permitted uses, Special Provisions providing added standards for all City Industrial zones related to truck and trailer storage uses, general warehouses, warehouse logistic and distribution projects.

The proposed project would revise the City’s Mobility Element to include updated truck route designations, goals, and policies in compliance with the legislation.

Previous Planning Approvals

- | | |
|------------|---|
| 08/13/2013 | The City Council adopted Resolution No. R-61-13 approving Update to the City’s General Plan Land Use, Housing and Mobility Elements (Case Index No. DAP-001-101). |
| 06/25/2013 | The Planning Commission adopted Resolution No. R-14-13, recommending City Council Approval of the Update to the City’s General Plan Land Use, Housing and Mobility Elements (Case Index No. DAP-001-101). |
| 11/16/2016 | The City Council adopted Ordinance O-20-16 adding Chapter 10.6 to Title 110 of the Colton Municipal Code to establish and regulate truck routes in the City of Colton. |

BACKGROUND AND PROPOSAL:

The City of Colton proposes to update its 2013 General Plan Mobility Element to comply with Assembly Bill 98 (AB 98) passed on September 30, 2024, and the subsequent cleanup legislation, Senate Bill 415 (SB 415) passed on October 3, 2025. This legislation introduces significant changes to how California regulates logistics uses defined as facilities in excess of 250,000 square feet that are primarily used for the handling, storage, and distribution of goods. A key component of the legislation is the requirement for cities designated by the legislation as warehouse concentration region jurisdictions to designate truck routes that are consistent with the requirements of the legislation (codified as Section 65302.02 of the Government Code) and incorporate the routes into the General Plan by January 1, 2026.

The 2013 General Plan Mobility Element already contains many of the provisions contained within the legislation, including designated truck routes. The truck route update coincides with the City’s recent work in updating the City Zoning Code that resulted in changes to permitted zoning districts for warehouses in excess of 108,000 square feet (Ordinance O-01-23, adopted on February 21, 2023). The adopted ordinance resulted in updates to Title 18 (Zoning Code) consisting of new definitions, permitted uses, and Special Provisions and standards for all City Industrial zones related to truck and trailer storage uses, general warehouses, and warehouse and distribution projects.

The City must consider the following when updating the truck routes:

- Ensure efficient and safe routes for goods movement
- Maximize the use of freeways, highways, and major roadways (arterials/collectors fronted by commercial/industrial uses)
- Minimize exposure of sensitive receptors as defined by California Government Code Section 65098(e)
- Make a diligent effort to achieve public participation of all economic segments of the community

The proposed project would revise the City’s Mobility Element to include updated truck route designations, goals, and policies in compliance with the legislation through an analysis of existing truck activity, truck-served facilities access needs, sensitive receptors, and feedback and input from the community.

Proposal

The Project proposes to update the General Plan Mobility Element Policy M-5.5 and Policy M-5.6 to reflect recent updates to California Government Code Sections 65098 and 65302. The Project also proposes to add designated truck routes to the General Plan Mobility Element by amending Figure M-8.1 and revising text under Truck Routes on Page M-47. The following describes the proposed truck route and policy modifications.

Modifications to the City’s designated truck routes include a new “Local Truck Route” designation for a segment of M Street that serves as a key access to the Loup Rail Yard, removal of two segments of Valley Boulevard between Pepper Avenue and Rancho Avenue, removal of Hunt Drive south of Commercial Road, and removal of Washington Street east of I-215.

General Plan Mobility Policy M-5.5 is recommended to be changed to reflect both current state law and recent input from the community. During the public engagement sessions there was interest in exploring alternative routes for truck access, such as improving Slover Avenue to Pepper Avenue and improving the Fogg Street railroad underpass to accommodate truck traffic. The recommended policy revision provides an opportunity for future studies. The proposed modification to M-5.5 also recommends a new truck route type, Local Truck Route, that serves local businesses that require access to existing facilities. This new truck route type would prohibit through truck traffic. This designation is proposed for M Street between La Cadena Avenue and Fogg Street where the Loup Rail Yard is located. Additional streets may be considered for the Local Truck Route designation in the future.

Policy M-5.5: Vigorously enforce established truck routes to discourage truck shortcuts through residential neighborhoods and study the feasibility of new alternative routes that avoid sensitive receptors. Designate Truck Routes in coordination with adjacent jurisdictions to accommodate the safe and efficient movement of trucks to truck-served uses. Establish Local Truck Routes that permit access to local businesses only and prohibit through truck traffic.

General Plan Mobility Element Policy M-5.6 is recommended to be updated to reflect recent legislation (Senate Bill 415) and codified as Section 65302.02 of the California Government Code, which states the following:

65302.02.

(a) A county or city that is located in a warehouse concentration region, as defined in Section 65098, shall update its circulation element, as required by subdivision (b) of Section 65302, to do all of the following on or before January 1, 2026:

(1) Identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as defined by Section 65098.

(2) Maximize the use of interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and local roads that predominantly serve commercial, agricultural, or industrial uses when state or interstate highways are not utilized. Truck routes shall comply with the following:

(A) Major or minor collector streets and local roads that predominantly serve commercial, agricultural, or industrial uses shall be used for truck routes only when strictly necessary to reach existing industrial zones.

(B) Trucks shall be routed via transportation arteries that minimize exposure to sensitive receptors.

(b) On and after January 1, 2028, all proposed development of a logistics use development, as defined in subdivision (d) of Section 65098, shall be accessible via arterial roads, major thoroughfares, or local roads that predominantly serve commercial, agricultural, or industrial uses.

(c) The purpose of this section is to ensure that logistics use developments are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is achieved by restricting logistics use developments to roadways that are suited to handle the associated traffic and that predominantly serve commercial, agricultural, or industrial uses.

(d) For purposes of this section, local roads shall be considered to predominantly serve commercial, agricultural, or industrial uses if more than 50 percent of the properties fronting the road within 1,000 feet of the truck entrances and exits are designated for commercial, agricultural, or industrial use according to the local zoning ordinance.

(e) The county or city may consult with the Department of Transportation and the California Freight Advisory Committee for technical assistance.

(f) The county or city shall provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate locations for idling and parking.

(g) The county or city shall make truck routes publicly available in geographic information system (GIS) format and share GIS maps of the truck routes with warehouse operators, fleet operators, and truck drivers.

(h) The city or county shall provide opportunities for the involvement of citizens, California Native American Indian tribes, public agencies, public utility companies, and civic, educational, and other community groups through public hearings and any other means the planning agency deems appropriate, consistent with Section 65351.

(i) The city or county shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the changes required pursuant to this section.

(j) (1) An action may be brought by the Attorney General against a jurisdiction that is in violation of this section. A city, county, or city and county found by a court to be in violation of this section shall be subject to any of the following:

(A) A civil penalty of up to fifty thousand dollars (\$50,000) every six months, accrued from the date of the violation until the violation is cured.

(B) All costs of investigating and prosecuting this action, including expert fees, reasonable attorney's fees, and costs.

(C) Other relief deemed appropriate by the court, including equitable and injunctive relief.

(2) In determining the application of the remedies available pursuant to this section, the court shall consider whether there are any mitigating circumstances delaying the jurisdiction from coming into compliance with this section. The court may consider whether a city, county, or city and county is making a good faith effort to come into substantial compliance or is facing substantial undue hardship.

(k) Civil penalties collected pursuant to this section shall be paid to the office of the Attorney General. Upon appropriation by the Legislature, any civil penalties collected pursuant to subdivision (j), shall be distributed by the Attorney General and returned to the local air quality management district in which the civil penalty was imposed for the district's efforts to improve air quality.

Policy M-5.6: The City shall establish and maintain specific truck routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as defined by Section 65098 of the California Government Code as follows:

- Truck routes shall maximize the use of interstate or state divided highways as preferred routes for truck routes and maximize use of arterial roads, major thoroughfares, and local roads that predominantly serve commercial or industrial uses when state or interstate highways are not utilized.
- Major or minor collector streets and local roads that predominantly serve commercial or industrial uses shall be used for truck routes only when strictly necessary to reach existing industrial uses. Truck routes shall be designated on streets that minimize exposure to sensitive receptors, including residential areas, schools, public parks, and hospitals.
- Truck routes must be located on roadways with the design and construction capacity to accommodate truck traffic.
- The City shall install conspicuous signage to identify truck routes and additional signage for truck parking and appropriate locations for idling and parking.
- The City shall engage all economic segments of the community when changes or modifications to the City’s designated truck routes are being considered.
- The City shall maintain a GIS map of the designated truck routes and share the information with appropriate users.

ANALYSIS:

AB 98/SB 415 Warehouse Build Standards for Warehouse Concentration Region (WCR) Jurisdictions:

The City of Colton is one of 14 jurisdictions in the WCR as defined in the legislation. WCR jurisdictions are required to incorporate truck routes into their general plans by January 1, 2026, whereas other non-WCR jurisdictions with logistics uses (as defined by AB 98/SB 415 and codified as 65098) must adopt a truck routes through an ordinance by January 1, 2028 or January 1, 2030 (depending on population size). The City currently maintains and modifies truck routes by ordinance in accordance with Page M-47 of the Mobility Element which states, *“Truck routes will continue to be defined by ordinance via the Municipal Code and will require City Council approval for modification.”*

Pursuant to California Government Code Section 65098, the City of Colton is one of 14 WCR jurisdictions named in Senate Bill 415 that are now required to maintain designated truck routes in the General Plan Mobility Element. This requirement means that any future modifications to the City’s designated truck routes must be approved through an amendment to the General Plan Mobility Element rather than by ordinance. The proposed changes to the General Plan Mobility Element are in **Attachment 4** of this staff report.

In addition, WCR jurisdictions must comply with more stringent zoning and building code requirements. The full list of WCR jurisdictions is as follows:

- Unincorporated Riverside County
- Unincorporated San Bernardino County
- City of Chino
- City of Colton
- City of Fontana
- City of Jurupa Valley

- City of Moreno Valley
- City of Ontario
- City of Perris
- City of Rancho Cucamonga
- City of Redlands
- City of Rialto
- City of Riverside
- City of San Bernardino

Adjacent jurisdictions: Roadways connect Colton to the adjacent jurisdictions of Unincorporated San Bernardino County, City of Jurupa Valley, City of Rialto, City of San Bernardino, and City of Riverside – all of which are also named as WCR jurisdictions and subject to the January 1, 2026 compliance date. To aid in enforcement, truck routes should be appropriately coordinated with adjacent jurisdictions. The City is actively working with the San Bernardino County Transportation Authority and Western Riverside Council of Governments to engage with these jurisdictions, but it is anticipated that further adjustments to truck routes may need to occur in 2026 following truck route changes in neighboring jurisdictions. Any changes to the truck routes will require a General Plan Amendment to the Mobility Element.

Community Engagement:

A Planning Commission study session held on October 28, 2025 provided background and context on truck routes in the City, and served as the initiation of an update to the City’s adopted truck routes. The presentation consisted of an overview of recent state legislation, federal regulations, the City’s existing truck route map and associated general plan policies, truck routes in adjacent jurisdictions, truck-served facilities in and adjacent to the City, and current truck activity data. Participants discussed ideas for routing trucks away from residential areas. The meeting minutes are attached.

A community workshop was held on November 3, 2025 to allow the community to view and comment on large-scale maps posted in the City Council Chambers, as well as an online map for virtual participants. The community recommended changes to the truck routes, which were further analyzed following the meeting. Some of these changes were incorporated into recommended update to the City’s designated truck routes listed in Resolution No. R-27-25 (**Attachment 4**).

In addition, staff met with staff from the County of San Bernardino to discuss truck access on Valley Boulevard. Valley Boulevard is not currently designated as a truck route in the unincorporated County, and the County stated that they do not plan to designate Valley Boulevard as a truck route.

Zoning code changes: The zoning code may need to be modified to eliminate ambiguities or inconsistencies with the legislation. These changes are not subject to the January 1, 2026 deadline and will be included in the next round of zoning code changes for the year 2026.

ENVIRONMENTAL ASSESSMENT/DETERMINATION:

Staff analyzed the proposal for California Environmental Quality Act (CEQA) compliance. An addendum to the 2013 City of Colton General Plan Update EIR has been prepared and is in Attachment 3 of this staff report.

RECOMMENDATION:

Staff recommends that the following actions be adopted through the following resolutions entitled:

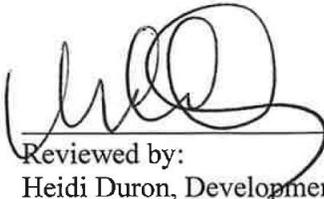
RESOLUTION NO. R-27-25. A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON RECOMMENDING COLTON CITY COUNCIL APPROVAL OF AMENDMENTS TO THE 2013 GENERAL PLAN MOBILITY ELEMENT AND TO SECTION 10.60 OF TITLE 10 OF THE COLTON MUNICIPAL CODE, AS THEY PERTAIN TO TRUCK ROUTES IN THE CITY OF COLTON AND ADOPTION OF AN ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE COLTON 2013 GENERAL PLAN UPDATE PROJECT (STATE CLEARINGHOUSE NO. 2012031037): FILE INDEX NUMBER DAP25-0024



Prepared by:
Mario Suarez, AICP, Planning Manager



Prepared by:
Jolene Hayes, Consultant with Fehr and Peers



Reviewed by:
Heidi Duron, Development Services Director

Attachments:

1. Comments from Colton Joint Unified School District -
2. Senate Bill 415 (Reyes, 2025)
3. AB 98 Implementation Guidance for Local Agencies (SBCTA/WRCOG, September 10, 2025)
4. Colton AB 98 Project_EIRAddendumto2013GPEIR
5. Resolution R-27-25 Pertaining to Amendments to the Colton 2013 General Plan Mobility Element with Exhibit A-1 includes Text and Maps and Amendments to Chapter 10.60 (Truck Routes) within Exhibit A-2

Comments from Colton Joint Unified School District

ATTACHMENT 1

Mario Suarez

From: Barbara Wu Heyman
Sent: Wednesday, October 22, 2025 11:09 AM
To: Mario Suarez
Cc: Heidi Duron; planning@ci.colton.ca.us; Andre Pham; Jolene Hayes; Paul Herrmann; OWEN CHANG
Subject: Colton Jt USD Comments on Colton Truck Route Update
Attachments: 2016 Approved Truck Routes Aerial.pdf

Some people who received this message don't often get email from barbara.heyman@terraphase.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mario and Team,

(CC'd: Owen Chang, Director of Facilities Planning at Colton Joint Unified School District)

Attached is the 2016 Colton truck routes map, with CJUSD properties outlined. As shown, several District-owned properties are either adjacent to or in close proximity to the designated truck routes. Many students walk and bike to school and may be required to cross truck routes, which pose potential risks and public health and environmental concerns:

- Increased exposure to diesel particulate matter and criteria pollutants, elevating cancer risks for students and other sensitive receptors.
- Safety conflicts between pedestrians/bicyclists and semi-trucks, especially during school commute hours.
- Risk of hazardous material spills transported by trucks near sensitive land uses.
- Noise impacts from truck traffic near schools and residential areas.

A few years ago, CJUSD collaborated with the City of Rialto during its truck route update process. That effort resulted in the [decommissioning of older routes](#) that passed through residential neighborhoods and areas with existing and planned schools.

CJUSD would like to similarly support the City of Colton in its efforts to update the 2016 truck routes. In accordance with AB 98, truck routes should avoid streets with schools and other sensitive receptors. Additionally:

- Government Code Section 65302.02(b) prioritizes the use of interstate and state highways for truck routes. Where these are unavailable, arterial and commercially oriented streets may be considered.
- Federal regulation (23 CFR 658.19(a)) permits heavy-duty trucks to travel off the national network (freeways) via state highways and local roads using the safest and most practical route to access businesses and services. This means trucks may legally travel on roads not designated as truck routes when necessary.

Given these considerations, CJUSD respectfully requests that roads adjacent to schools not be designated as truck routes. Below are roads that should be excluded from truck route designation:

CJUSD Property	Streets to Avoid Truck Route Designation
1. Birney Elementary School 1050 E Olive Street	E Olive Street (northwest) N Fairview Avenue (southwest) Colton Avenue (southeast)
2. Colton High School 777 W Valley Boulevard	N Rancho Avenue Valley Boulevard (south) W G Street (south) N 3rd Street (east) Grand Avenue (west) W F Street (north)
3. Colton Middle School 670 W Laurel Street	W Laurel Street (north) N Valencia Drive (west) Oak Street (south)
4. Cooley Ranch Elementary School 1000 S Cooley Drive	S Cooley Drive (west) E Duron Street (north) Stewart Street (south)
5. District Site 325 N Hermosa Avenue	Valley Boulevard (south) N Hermosa Avenue (east)
6. Grant Elementary School 550 W Olive Street	W Olive Street (north)
7. Lincoln Elementary School 444 E Olive Street	E Olive Street (north) N Bordwell Avenue (west)
8. McKinley Elementary School 600 W Johnston Street	W Johnston Street (north)
9. Reche Canyon Elementary School 3101 Canyon Vista Drive	Canyon Vista Drive (southwest)
10. Rogers Elementary School 955 W Laurel Street	W Laurel Street (south) N Teresa Avenue (west) N Patricia Avenue (north)
11. San Salvador Preschool 471 Agua Mansa Road	S Rancho Avenue (west) Agua Mansa Road (south)
12. Washington High School 900 E C Street	E Shasta Drive (north) Ivy Avenue (west) N Sperry Drive (east)
13. Wilson Elementary School 750 S 8th Street	W Congress Street (south) S 7th Street (west) S 8th Street (east)

Please also consider that Rialto Unified School District may operate schools within Colton city boundaries.

We would appreciate the opportunity to review the proposed truck route updates before consideration by the City's Planning Commission and City Council. Please let us know how CJUSD can further support the City's planning efforts. Feel free to reach out to me or Owen with any questions.

Senate Bill 415 (Reyes, 2025)

ATTACHMENT 2

Senate Bill No. 415

CHAPTER 316

An act to amend Sections 65098, 65098.1, 65098.1.5, 65098.2, 65098.2.5, 65098.2.7, 65098.3, 65098.4, 65098.5, 65098.6, and 65302.02 of, and to add Sections 65098.1.6 and 65098.2.8 to, the Government Code, to amend Sections 40458.5 and 40522.7 of the Health and Safety Code, and to add Section 2429.9 to the Vehicle Code, relating to land use.

[Approved by Governor October 3, 2025. Filed with Secretary
of State October 3, 2025.]

LEGISLATIVE COUNSEL'S DIGEST

SB 415, Reyes. Planning and zoning: logistics use developments: truck routes.

Existing law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Existing law defines various terms, including “21st century warehouse,” and “tier 1 21st century warehouse,” for purposes of those provisions as logistics uses that, among other things, comply with specified building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Existing law, subject to specified exceptions, defines “logistics use” for these purposes to mean a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products.

This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those standards as are in effect at the time that the building permit for a development of a 21st century warehouse is issued and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. The bill would revise the definition of “logistics use” and instead define “logistics use development” for these purposes to mean a building that is primarily used as a warehouse for the movement or the storage of cargo, goods, or products that are moved to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. The bill would make various

other technical and conforming changes to the provisions governing logistics use development.

Existing law requires a facility operator, before issuance of a certificate of occupancy, to establish and submit for approval by a city, county, or city and county a truck routing plan that, among other things, described the operational characteristics of the use of the facility operator. Existing law requires, by January 1, 2028, a county or city to update its circulation element, as provided, and to provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate idling facility locations, as specified. Existing law authorizes the Attorney General to enforce those provisions concerning the circulation element and to impose a fine against a jurisdiction that is in violation of these provisions, as provided.

This bill would, instead, require that the truck routing plan describe the operational characteristics of the logistics use development and of the logistics use development operator. The bill would require a jurisdiction, except as specified, to adopt a prescribed ordinance, on or before January 1, 2028, including that the ordinance establishes specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as provided. The bill would, instead, require a county or city that is located in a warehouse concentration region to update its circulation element, on or before January 1, 2026, as specified. On and after January 1, 2028, or January 1, 2030, as specified, the bill would require that all proposed development of a logistics use development be accessible via arterial roads, major thoroughfares, or roads that predominantly serve commercially oriented uses. The bill would authorize the Attorney General to bring an action against a city, county, or city and county that is in violation of these provisions. The bill would make a city, county, or city and county that has been found by a court to be in violation of these provisions subject to a civil penalty of up to \$50,000 every 6 months, accrued from the date of the violation until the violation is cured, specified costs, and other relief deemed appropriate by the court. The bill would require a city or county to provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate locations for idling and parking, among other things.

Existing law requires a city, county, or city and county to condition approval of a logistics use development on (1) 2-to-1 replacement of any demolished housing unit that was occupied within the last 10 years, unless the housing unit was declared substandard by a building official, prior to purchase by the developer, and (2) the provision to any displaced tenant with a specified amount if residential dwellings are affected through purchase, as provided.

This bill would establish that nothing in the provisions described above regarding conditions placed upon approval of a logistics use development shall be construed to preclude the applicability of or compliance with other provisions that, among other things, prohibit an affected city or an affected

county, as defined, from approving a development project that will require the demolition of occupied or vacant protected units, as defined, or that is located on a site where protected units were demolished in the previous 5 years, unless specified requirements are satisfied.

Existing law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Existing law requires the district, subject to an appropriation for the express purpose, to deploy mobile air monitoring systems to collect air pollution measurements in communities that are near operational logistics use developments, use the data collected to conduct an air modeling analysis and submit its findings to the Legislature, and establish a process for receiving community input on how specified penalties assessed and collected are spent.

This bill would delete the requirement that the district use the data collected, as described above, to conduct an air modeling analysis and, instead, based upon the amount of appropriated funds, authorize the district to use a combination of new air monitoring data or other measurement data to evaluate pollutant concentrations, as provided. The bill would also make nonsubstantive changes to references to the South Coast Air Quality Management District contained in those provisions.

Existing law creates in the Transportation Agency, the Department of the California Highway Patrol under the control of a civil executive officer known as the Commissioner of the California Highway Patrol. Existing law requires the commissioner to establish a school for the training and education of the members of the California Highway Patrol, and for other employees of the department deemed necessary, in traffic regulation, in the performance of their duties, and in the proper enforcement of codes and laws respecting use of the highways.

This bill would require the department, on or before January 1, 2027, to make specified training on enforcement of laws relating to commercial vehicles, including, but not limited to, truck route enforcement, available to city and county law enforcement agencies, as specified.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. Section 65098 of the Government Code is amended to read:

65098. As used in this chapter:

(a) “21st century warehouse” means a logistics use development that meets all of the following:

(1) Complies with or exceeds all requirements of the most current building energy efficiency standards specified in Part 6 (commencing with Section 100) of Title 24 of the California Code of Regulations and the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations) that are in effect at the time that the building permit is issued, including, but not limited to, the following requirements related to:

- (A) Photovoltaic system installation and associated battery storage.
- (B) Cool roofing.
- (C) Medium- and heavy-duty vehicle charging readiness.
- (D) Light-duty electric vehicle charging readiness and installed charging stations.

(2) Has skylights in at least 1 percent of the roof area, or equivalent LED efficient lighting.

(3) (A) Provides conduits and electrical hookups at all loading bays serving cold storage.

(B) Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay and sufficient power is available.

(4) Ensures that any heating, ventilation, and air-conditioning is high-efficiency.

(5) (A) Ensures that all classes of forklifts used on site, pursuant to State Air Resources Board's Zero-Emission Forklifts regulation, as drafted, shall be zero-emission by January 1, 2030, to the extent operationally feasible, commercially off-the-shelf available, and adequate power available on site.

(B) (i) If not operationally feasible, commercially off-the-shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.

(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(6) (A) Ensures that equipment used on site utilizing small off-road engines shall be zero-emission, to the extent operationally feasible, commercially off-the-shelf available, and adequate power available on site.

(B) (i) If not operationally feasible, commercially off-the-shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.

(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(C) Should any equipment used on site utilizing small off-road engines be contracted out, the logistics use development shall preferentially contract for services utilizing zero-emission small off-road engines.

(b) "Expansion" means the expansion of an existing logistics use development by 20 percent or more of the existing square footage. Office space shall not be included as part of the existing square footage or in the square footage for the 20-percent expansion threshold.

(c) "Heavy-duty truck" means a class 7 or class 8 truck. As used in this subdivision:

(1) “Class 7 truck” means a truck with a gross vehicle weight rating of 26,001 to 33,000 pounds.

(2) “Class 8 truck” means a truck with a gross vehicle weight rating of greater than 33,000 pounds.

(d) “Logistics use development” means a building that is primarily used as a warehouse for the movement or the storage of cargo, goods, or products that are moved to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. “Logistics use development” does not include any of the following:

(1) Facilities where food or household goods are sold directly to consumers and are accessible to the public.

(2) A building primarily served by rail to move cargo goods or product.

(3) (A) A Strategic Intermodal Facility.

(B) For purposes of this subdivision, “Strategic Intermodal Facility” means a project that satisfies all of the following requirements:

(i) Logistics facilities, including warehousing and transloading facilities, served by rail.

(ii) Intermodal freight transport services.

(iii) All facility structures and related rail operations are located within a single site footprint.

(4) A building that serves a primary agricultural use that is actively operated for a single period of 90 consecutive days or less each year.

(e) “Sensitive receptor” means one or more of the following:

(1) A residence, including, but not limited to, a private home, apartment, condominium unit, group home, dormitory unit, or retirement home.

(2) A school, including, but not limited to, a preschool, prekindergarten, or school maintaining kindergarten or any of grades 1 to 12, inclusive.

(3) A daycare facility, including, but not limited to, in-home daycare.

(4) (A) Publicly owned parks, playgrounds, and recreational areas or facilities primarily used by children.

(B) For purposes of subparagraph (A), the following types of park and recreation areas shall not be considered a sensitive receptor:

(i) Parks and recreation areas included as a condition of approval for the logistics use development.

(ii) Land that will be used to ensure the public’s right of access to the sea, or other public access, pursuant to the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code) or McAteer-Petris Act (Title 7.2 (commencing with Section 66600)).

(iii) Land developed at or adjacent to an airport or seaport for the express purpose of creating a buffer area between sensitive receptors and an airport or seaport facility.

(5) Nursing homes, long-term care facilities, hospices, convalescent facilities, or similar live-in housing.

(6) Hospitals, as defined in Section 128700 of the Health and Safety Code.

(f) “Small off-road engines” means spark-ignition engines rated at or below 19 kilowatts or 25 horsepower or less.

(g) “Tier 1 21st century warehouse” means a logistics use development that meets all of the following:

(1) Complies with or exceeds all requirements of the most current building energy efficiency standards specified in Part 6 (commencing with Section 100) of Title 24 of the California Code of Regulations and the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations) that are in effect at the time that the building permit is issued, including, but not limited to, the following requirements related to:

(A) (i) Photovoltaic system installation and associated battery storage.

(ii) For purposes of the photovoltaic system installation requirement in clause (i), all logistic use square footage should be considered conditioned space.

(B) Cool roofing.

(C) Medium- and heavy-duty vehicle charging readiness.

(D) Light-duty electric vehicle charging readiness and installed charging stations.

(2) Has skylights in at least one percent of the roof area, or equivalent LED efficient lighting.

(3) Has a microgrid-ready switchgear system capable of supporting distributed energy resources.

(4) Is advanced smart metering ready.

(5) Has a minimum of 50 percent of all passenger vehicle parking spaces preinstalled with conduit and all necessary physical infrastructure to support future charging of electric vehicles.

(6) Has a minimum of 10 percent of all passenger vehicle parking spaces installed with electric vehicle charging stations.

(7) (A) Provides conduits and electrical hookups at all loading bays serving cold storage.

(B) Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay and sufficient power is available.

(8) Ensures that any heating, ventilation, and air-conditioning is high-efficiency.

(9) (A) Ensures that all classes of forklifts used on site, pursuant to State Air Resources Board’s Zero-Emission Forklifts regulation, as drafted, shall be zero-emission by January 1, 2028, to the extent operationally feasible, commercially off-the-shelf available, and adequate power available on site.

(B) (i) If not operationally feasible, commercially off-the-shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.

(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(10) (A) Ensures that equipment used on site utilizing small off-road engines shall be zero-emission, to the extent operationally feasible, commercially off-the-shelf available, and adequate power available on site.

(B) (i) If not operationally feasible, commercially off-the-shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.

(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(C) Should any equipment used on site utilizing small off-road engines be contracted out, the logistics use development shall preferentially contract for services utilizing zero-emission small off-road engines.

(h) “Warehouse concentration region” includes the unincorporated areas within the Counties of Riverside and San Bernardino and the Cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino.

(i) “Logistics park” means a development consisting of multiple buildings containing logistics use developments.

SEC. 2. Section 65098.1 of the Government Code is amended to read:

65098.1. (a) Commencing January 1, 2026, any proposed new or expanded logistics use development 250,000 square feet or more where the loading bay is within 900 feet of a sensitive receptor that is utilizing a site zoned for industrial use or any site where an application was submitted to the jurisdiction by September 30, 2024, to rezone as industrial and the rezone to industrial was ultimately approved shall comply with all of the following:

(1) Include all Tier 1 21st century warehouse design elements described in subdivision (g) of Section 65098.

(2) Orient truck loading bays on the side of the logistics use development that is away from the nearest sensitive receptor, to the extent feasible.

(3) Locate truck loading bays a minimum of 300 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.

(4) Have a separate entrance to the logistics use development or logistics park for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial, agricultural, or industrial uses. A separate entrance for heavy-duty trucks may include a driveway with a lane dedicated to heavy-duty trucks and a lane dedicated for other vehicles.

(5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the logistics use development that are directly adjacent to a sensitive receptor property line.

(6) Comply with buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(b) Commencing January 1, 2026, except as provided for in subdivision (c), any proposed new or expanded logistics use development that is on land that is not zoned industrial, whether developed or undeveloped, or land that needs to be rezoned, where the loading bay is within 900 feet of a sensitive receptor, shall comply with all of the following:

(1) If the logistics use development is 250,000 square feet or more it shall include all Tier 1 21st century warehouse design elements described

in subdivision (g) of Section 65098. If the logistics use development is less than 250,000 square feet it shall include all 21st century warehouse design elements described in subdivision (a) of Section 65098.

(2) Orient truck loading bays on the side of the logistics use development that is away from the nearest sensitive receptor, to the extent feasible.

(3) Locate truck loading bays a minimum of 500 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.

(4) Have a separate entrance to the logistics use development or logistics park for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial, agricultural, or industrial uses. A separate entrance for heavy-duty trucks may include a driveway with a lane dedicated to heavy-duty trucks and a lane dedicated to automobiles.

(5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the logistics use development that are directly adjacent to a sensitive receptor property line.

(6) Comply with buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(c) Commencing January 1, 2026, any proposed new or expanded logistics use development that is on land that is not zoned industrial, whether developed or undeveloped, or land that needs to be rezoned, and is located in the warehouse concentration region, shall comply with all of the following:

(1) If the logistics use development is 250,000 square feet or more it shall include all Tier 1 21st century warehouse design elements described in subdivision (g) of Section 65098. If the logistics use development is less than 250,000 square feet it shall include all 21st century warehouse design elements described in subdivision (a) of Section 65098.

(2) Orient truck loading bays on the side of the logistics use development that is away from the nearest sensitive receptor, to the extent feasible.

(3) Locate truck loading bays a minimum of 500 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.

(4) Have a separate entrance to the logistics use development or logistics park for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial, agricultural, or industrial uses. A separate entrance for heavy-duty trucks may include a driveway with a lane dedicated to heavy-duty trucks and a lane dedicated to automobiles.

(5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the logistics use development that are directly adjacent to a sensitive receptor property line.

(6) Comply with buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(d) Commencing January 1, 2026, any proposed new or expanded logistics use development less than 250,000 square feet where the loading bay is within 900 feet of a sensitive receptor that is utilizing a site zoned for industrial use or any site where an application was submitted to the jurisdiction by September 30, 2024, to rezone as industrial and the rezone to industrial was ultimately approved shall comply with all of the following:

(1) Orient truck loading bays on the side of the logistics use development that is away from the nearest sensitive receptor, to the extent feasible.

(2) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the logistics use development that are directly adjacent to a sensitive receptor property line.

(3) Comply with buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(4) Complies with or exceeds all requirements of the most current building energy efficiency standards specified in Part 6 (commencing with Section 100) of Title 24 of the California Code of Regulations and the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations) that are in effect at the time that the building permit is issued, including, but not limited to, the following requirements related to:

(A) Photovoltaic system installation and associated battery storage.

(B) Cool roofing.

(C) Medium- and heavy-duty vehicle charging readiness.

(D) Light-duty electric vehicle charging readiness and installed charging stations.

(5) (A) Provides conduits at loading bays equal to one truck per every loading bay serving cold storage.

(B) Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay and sufficient power is available.

(6) Ensures that any heating, ventilation, and air-conditioning is high-efficiency.

(7) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

(e) For purposes of this section, “rezone” does not include land that meets both of the following requirements:

(1) The land is annexed by a jurisdiction through a boundary change.

(2) The zoning in the new jurisdiction is consistent with the zoning assigned by the original jurisdiction.

SEC. 3. Section 65098.1.5 of the Government Code is amended to read: 65098.1.5. (a) (1) Notwithstanding any other law, except as provided in Section 65098.1.6, any existing logistics use development in existence as of September 30, 2024, shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if a

new sensitive receptor is constructed, established, or permitted after the effective date of this chapter.

(2) Notwithstanding any other law, except as provided in Section 65098.1.6, if by September 30, 2024, a proposed expansion of a logistics use development is in a local entitlement process, then the proposed expansion shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if a sensitive receptor is constructed, established, or permitted after the effective date of this chapter.

(3) Notwithstanding any other law, except as provided in Section 65098.1.6, if by September 30, 2024, a property is currently in a local entitlement process to become a logistics use development, then the proposed logistics use development shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if a sensitive receptor is constructed, established, or permitted after the effective date of this chapter.

(b) (1) Any proposed new logistics use developments that require the rezoning of land and must undergo a municipal entitlement process shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if the start of the entitlement process for the logistics use development began before any sensitive receptor started its own entitlement or permitting process, unless the proposed sensitive receptor was an existing allowable use according to local zoning regulations.

(2) During a logistics use development's entitlement process for a new or expanded logistics use development, if a new sensitive receptor is proposed or established within the distances required by paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, then those distance requirements shall not apply to the logistics use development so long as the logistics use development was not already subject to those requirements prior to the new sensitive receptor being proposed or established.

(c) The protection afforded by this section shall remain in effect from the time of the initial application submission through the completion of the entitlement process, including any necessary rezoning actions and through the development period. If no construction activity occurs within five years of entitlement approvals, the protections shall be waived.

SEC. 4. Section 65098.1.6 is added to the Government Code, to read:

65098.1.6. (a) Notwithstanding any other law, this chapter shall not apply to any logistics use development that was subject to a local entitlement process that began before September 30, 2024.

(b) Notwithstanding any other law, this chapter shall not apply to a logistics use development that received an approval by a local agency before the date upon which this chapter became effective.

(c) For purposes of this section, “approval” shall have the same meaning as is set forth in subdivision (a) of Section 15352 of Chapter 3 of Division 6 of Title 14 of the California Code of Regulations.

SEC. 5. Section 65098.2 of the Government Code is amended to read:

65098.2. (a) Any new logistics use development within 900 feet of a sensitive receptor shall have a buffer as follows:

(1) If the logistics use development is subject to the requirements of subdivision (a) or (d) of Section 65098.1, the buffer shall be 50 feet in width measured from the property line of all adjacent sensitive receptors that, in accordance with subdivisions (b) and (c), fully screen the logistics use development from the sensitive receptor.

(2) If the logistics use development is subject to either subdivision (b) or subdivision (c) of Section 65098.1, the buffer shall be 100 feet in width measured from the property line of all adjacent sensitive receptors that, in accordance with subdivisions (b) and (c), fully screen the logistics use development from the sensitive receptor.

(b) Buffer areas shall include a solid decorative wall, landscaped berm and wall, or landscaped berm 10 feet or more in height, drought tolerant natural ground landscaping with proper irrigation, and solid-screen buffering trees as described in subdivision (c) and may include other hardscape, access, and passenger vehicle parking improvements.

(c) Trees shall be used as part of a solid-screen buffering treatment and planted in two rows along the length of the property line adjacent to the sensitive receptor. Trees used for this purpose shall be evergreen, drought tolerant, to the extent feasible, composed of species with low biogenic emissions, of a minimum 36-inch box size at planting, and spaced at no greater distance than 40 feet on center. Palm trees shall not be utilized. The buffer area may include any landscaped areas within a public right-of-way or public or private pedestrian walkways.

SEC. 6. Section 65098.2.5 of the Government Code is amended to read:

65098.2.5. The entry gates into the loading truck court for a new or expanded logistics use development shall be positioned after a minimum of 50 feet of total available stacking depth inside the property line. The stacking depth shall be increased by 70 feet for every 20 loading bays beyond 50 loading bays, to the extent feasible.

SEC. 7. Section 65098.2.7 of the Government Code is amended to read:

65098.2.7. (a) The purpose of this section is to ensure that logistics use developments, beginning January 1, 2026, are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is achieved by restricting logistics use development to roadways that are suited to handle the associated traffic and that predominantly serve commercial, agricultural, or industrial uses.

(b) (1) Any new logistics use development shall be sited on roadways that meet the following classifications:

- (A) Arterial roads.
- (B) Collector roads.
- (C) Major thoroughfares.

(D) Local roads that predominantly serve commercial, agricultural, or industrial uses.

(2) For purposes of this chapter, local roads shall be considered to predominantly serve commercial, agricultural, or industrial uses if more than 50 percent of the properties fronting the road within 1,000 feet of the site's truck entrances and exits are designated for commercial, agricultural, or industrial use according to the local zoning ordinance.

(c) A waiver may be granted where siting on the designated roadways pursuant to subdivision (b) is impractical due to unique geographic, economic, or infrastructure-related reasons. The waiver shall be approved by the city, county, or city and county, provided that the applicant demonstrates all of the following:

(1) There is no feasible alternative site that exists within the designated roadways.

(2) A traffic analysis has been completed and submitted to the local approving authority.

(3) The site is an existing industrial zone or an existing industrial or agricultural zone for an agricultural-related logistics use project.

(4) The proposed site will incorporate mitigations to minimize traffic and environmental impacts on residential areas to the greatest extent feasible.

SEC. 8. Section 65098.2.8 is added to the Government Code, to read:

65098.2.8. (a) Except as specified in subdivision (b), a jurisdiction that is not in a warehouse concentration region shall adopt an ordinance, on or before January 1, 2028, that shall do all of the following:

(1) Identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as defined in Section 65098.

(2) Maximize the use of interstate or divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and local roads that predominantly serve commercial, agricultural, or industrial uses when state or interstate highways are not utilized. Truck routes shall comply with all of the following.

(A) Major or minor collector streets and local roads that predominantly serve commercial, agricultural, or industrial uses shall be used for truck routes only when strictly necessary to reach existing industrial zones.

(B) Trucks shall be routed via transportation arteries that minimize exposure to sensitive receptors.

(C) On and after January 1, 2028, or January 1, 2030, for a jurisdiction that is subject to subdivision (b), all proposed development of a logistics use development, as defined in subdivision (d) of Section 65098, shall be accessible via arterial roads, major thoroughfares, or local roads that predominantly serve commercial, agricultural, or industrial uses.

(i) The purpose of this section is to ensure that logistics use development are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is achieved by restricting logistics use developments to roadways that are suited to handle

the associated traffic and that predominantly serve commercial, agricultural, or industrial uses.

(ii) For purposes of this section, local roads shall be considered to predominantly serve commercial, agricultural, or industrial uses if more than 50 percent of the properties fronting the road within 1,000 feet are designed for commercial, agricultural, or industrial use according to the local zoning ordinance.

(D) Notwithstanding any other provision in this paragraph, an ordinance may, but is not required to, regulate traffic from a primary agricultural use facility, located in that jurisdiction. For purposes of this subparagraph, a primary agricultural use facility means a logistics use facility that is less than 20,000 square feet, located in an unincorporated area, in which one or more agricultural commodities or forest products is produced, processed, or packaged, and that may include storage of those commodities or products incidental to production, processing, or packaging.

(b) A jurisdiction that is a city with a population that is equal to, or less than, 50,000 persons or a county with a population that is equal to, or less than, 100,000 persons shall adopt the ordinance required pursuant to subdivision (a) on or before January 1, 2030.

(c) The city or county may consult with the Department of Transportation and the California Freight Advisory Committee for technical assistance.

(d) The city or county shall provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate idling facility locations.

(e) The city or county shall make truck routes publicly available in geographic information system (GIS) format and share GIS maps of the truck routes with warehouse operators, fleet operators, and truck drivers.

(f) The city or county shall provide opportunities for the involvement of citizens, California Native American tribes, public agencies, public utility companies, and civic, educational, and other community groups through public hearings and any other means that the planning agency deems appropriate, consistent with Section 65351.

(g) The city or county shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the changes required pursuant to this section.

(h) The requirement to adopt an ordinance pursuant to this section shall not apply to a city, county, or city and county that as of January 1, 2025, did not have any logistics use development within its jurisdiction. If any proposed new logistics use development is approved within a jurisdiction after January 1, 2025, a city, county, or city and county shall comply with the requirements in this section within two years after the date of final approval of a logistics use development.

(i) (1) An action may be brought by the Attorney General against a city, county, or city and county that is in violation of this section. A city, county, or city and county that has been found by a court to be in violation of this section shall be subject to any of the following:

(A) A civil penalty of up to fifty thousand dollars (\$50,000) every six months, accrued from the date of the violation until the violation is cured.

(B) Costs of investigating and prosecuting this action, including expert fees, reasonable attorney's fees, and costs.

(C) Other relief deemed appropriate by the court, including equitable and injunctive relief.

(2) In determining the application of the remedies available under this section, the court shall consider whether there are any mitigating circumstances delaying the jurisdiction from coming into compliance with this section. The court may consider whether a city, county, or city and county is making a good faith effort to come into substantial compliance or is facing substantial undue hardships.

(j) Civil penalties collected pursuant to this section shall be paid to the office of the Attorney General. Upon appropriation by the Legislature, any civil penalties collected pursuant subdivision (i) shall be distributed by the Attorney General and returned to the local air quality management district in which the civil penalty was imposed for the district's efforts to improve air quality.

SEC. 9. Section 65098.3 of the Government Code is amended to read:

65098.3. (a) Anti-idling signs indicating a three-minute heavy-duty truck engine idling restriction shall be posted at logistics use developments along entrances to the site and at the truck loading bays.

(b) Signs shall be installed at all heavy-duty truck exit driveways directing truck drivers to the truck route as indicated in the truck routing plan, as described in Section 65098.4, and to the state highway system.

SEC. 10. Section 65098.4 of the Government Code is amended to read:

65098.4. (a) Prior to the issuance of a certificate of occupancy, a logistics use development operator shall establish and submit for approval to the planning director or equivalent position for the city, county, or city and county a truck routing plan to and from the state highway system based on the latest truck route map of the city, county, or city and county. The truck routing plan shall describe the operational characteristics of the logistic use and of the logistics use development operator, including, but not limited to, hours of operation, types of items to be stored within the building, and proposed truck routing to and from the logistics use development to designated truck routes that, to the greatest extent possible, avoid passing sensitive receptors. The truck routing plan shall include measures, such as signage and pavement markings, and queuing analysis for preventing truck queuing, circling, stopping, and parking on public streets. The logistics use development operator shall be responsible for communication of the truck routing plan internally and to external parties who may dispatch trucks to the facility.

(b) A revised truck routing plan shall be submitted to the planning director or equivalent position prior to a business license being issued by the city, county, or city and county for any new tenant of the property. The planning director or equivalent position shall have discretion to determine if changes to the truck routing plan are necessary, including, but not limited to, any

additional measures to alleviate truck routing and parking issues that may arise during the life of the logistics use development.

(c) This section shall not be construed to expand or restrict any authority that the planning director may have pursuant to any local ordinance or regulation to regulate hours of operation.

SEC. 11. Section 65098.5 of the Government Code is amended to read:

65098.5. (a) A city, county, or city and county shall not approve development of a logistics use development that does not meet or exceed the standards outlined in this chapter.

(b) A city, county, or city and county shall not adopt or enforce any ordinance, standard, rule, or regulation to the extent that the ordinance, standard, rule, or regulation would prohibit or have the effect of physically precluding any physical feature of a logistics use development that is required by paragraphs (1) to (4), inclusive, of subdivision (a) of Section 65098, paragraphs (1) to (7), inclusive, of subdivision (g) of Section 65098, paragraphs (1), (4), and (6) of subdivision (a) of Section 65098.1, paragraphs (1), (4), and (6) of subdivision (b) of Section 65098.1, paragraphs (1), (4), and (6) of subdivision (c) of Section 65098.1, paragraphs (3) to (5), inclusive, and paragraph (7) of subdivision (d) of Section 65098.1, Section 65098.2, or Section 65098.2.5.

(c) This section shall not be construed to restrict the existing authority of a city, county, or city and county to do either of the following:

(1) Deny a logistics use development altogether.

(2) Adopt or enforce an ordinance, standard, rule, or regulation that prohibits or has the effect of physically precluding a new logistics use development or the expansion of a logistics use development on any parcel.

SEC. 12. Section 65098.6 of the Government Code is amended to read:

65098.6. A city, county, or city and county shall condition approval of a logistics use development on the following:

(a) Two-to-one replacement of any demolished housing unit that was occupied within the last 10 years, unless the housing unit was declared substandard by a building official, pursuant to Section 17920.3 of the Health and Safety Code, prior to purchase by the developer. For each housing unit demolished, regardless of market value of the unit, two units of affordable housing for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that are deed-restricted shall be built within the jurisdiction. Funds from any fee imposed for the replacement of demolished housing units shall be placed in a housing-specific set-aside account and shall be used for housing within three years of collection.

(b) If residential dwellings are affected through purchase, the developer shall be required to provide any displaced tenant with an amount equivalent to 12 months' rent at the current rate.

(c) Nothing in this section shall be construed to limit or preclude the applicability of Article 2 (commencing with Section 66300.5) of Chapter 12 to logistics uses. A logistics use that is subject to Article 2 (commencing with Section 66300.5) of Chapter 12 shall first comply with that article.

Any additional replacement housing obligations or payments to displaced tenants that are not required pursuant to that article shall comply with this section.

SEC. 13. Section 65302.02 of the Government Code is amended to read: 65302.02. (a) A county or city that is located in a warehouse concentration region, as defined in Section 65098, shall update its circulation element, as required by subdivision (b) of Section 65302, to do all of the following on or before January 1, 2026:

(1) Identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as defined by Section 65098.

(2) Maximize the use of interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and local roads that predominantly serve commercial, agricultural, or industrial uses when state or interstate highways are not utilized. Truck routes shall comply with the following:

(A) Major or minor collector streets and local roads that predominantly serve commercial, agricultural, or industrial uses shall be used for truck routes only when strictly necessary to reach existing industrial zones.

(B) Trucks shall be routed via transportation arteries that minimize exposure to sensitive receptors.

(b) On and after January 1, 2028, all proposed development of a logistics use development, as defined in subdivision (d) of Section 65098, shall be accessible via arterial roads, major thoroughfares, or local roads that predominantly serve commercial, agricultural, or industrial uses.

(c) The purpose of this section is to ensure that logistics use developments are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is achieved by restricting logistics use developments to roadways that are suited to handle the associated traffic and that predominantly serve commercial, agricultural, or industrial uses.

(d) For purposes of this section, local roads shall be considered to predominantly serve commercial, agricultural, or industrial uses if more than 50 percent of the properties fronting the road within 1,000 feet of the truck entrances and exits are designated for commercial, agricultural, or industrial use according to the local zoning ordinance.

(e) The county or city may consult with the Department of Transportation and the California Freight Advisory Committee for technical assistance.

(f) The county or city shall provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate locations for idling and parking.

(g) The county or city shall make truck routes publicly available in geographic information system (GIS) format and share GIS maps of the truck routes with warehouse operators, fleet operators, and truck drivers.

(h) The city or county shall provide opportunities for the involvement of citizens, California Native American Indian tribes, public agencies, public

utility companies, and civic, educational, and other community groups through public hearings and any other means the planning agency deems appropriate, consistent with Section 65351.

(i) The city or county shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the changes required pursuant to this section.

(j) (1) An action may be brought by the Attorney General against a jurisdiction that is in violation of this section. A city, county, or city and county found by a court to be in violation of this section shall be subject to any of the following:

(A) A civil penalty of up to fifty thousand dollars (\$50,000) every six months, accrued from the date of the violation until the violation is cured.

(B) All costs of investigating and prosecuting this action, including expert fees, reasonable attorney's fees, and costs.

(C) Other relief deemed appropriate by the court, including equitable and injunctive relief.

(2) In determining the application of the remedies available pursuant to this section, the court shall consider whether there are any mitigating circumstances delaying the jurisdiction from coming into compliance with this section. The court may consider whether a city, county, or city and county is making a good faith effort to come into substantial compliance or is facing substantial undue hardship.

(k) Civil penalties collected pursuant to this section shall be paid to the office of the Attorney General. Upon appropriation by the Legislature, any civil penalties collected pursuant to subdivision (j), shall be distributed by the Attorney General and returned to the local air quality management district in which the civil penalty was imposed for the district's efforts to improve air quality.

SEC. 14. Section 40458.5 of the Health and Safety Code is amended to read:

40458.5. (a) Subject to an appropriation for this express purpose, the South Coast Air Quality Management District shall, beginning on January 1, 2026, and until January 1, 2032, deploy mobile air monitoring systems within the Counties of Riverside and San Bernardino to collect air pollution measurements in communities that are near operational logistics use developments.

(b) Based on the amount of appropriated funds, the district may use a combination of new air monitoring data or other measurement data to evaluate pollutant concentrations at varying distances away from new logistics use projects.

(c) The South Coast Air Quality Management District shall submit its findings to the Legislature on or before January 1, 2033. On or before January 1, 2028, the South Coast Air Quality Management District shall submit an interim report to evaluate the impact of air pollution on sensitive receptors, as defined in Section 65098 of the Government Code, from logistics use development operations in the Counties of Riverside and San Bernardino, including relative pollution concentrations from logistics use

developments at varying distances from sensitive receptors. This report shall be used to assess the effectiveness of setbacks on public health.

(d) (1) The requirement for submitting a report imposed pursuant to subdivision (c) is inoperative on January 1, 2040, pursuant to Section 10231.5 of the Government Code.

(2) A report to be submitted pursuant to subdivision (c) shall be submitted in compliance with Section 9795 of the Government Code.

SEC. 15. Section 40522.7 of the Health and Safety Code is amended to read:

40522.7. The South Coast Air Quality Management District shall establish a process for receiving community input on how any penalties assessed and collected for violations of the Warehouse Indirect Source Rule are spent. The South Coast Air Quality Management District shall ensure a wide range of community groups are included in the process and that groups represent the geographic areas where there are high numbers of warehouse facilities.

SEC. 16. Section 2429.9 is added to the Vehicle Code, immediately following Section 2429.7, to read:

2429.9. (a) On or before January 1, 2027, the Department of the California Highway Patrol shall make the following available to city and county law enforcement agencies subject to this section:

(1) At no charge, training on enforcement of laws related to commercial vehicles, as defined in Section 260 of the California Vehicle Code, including, but not limited to, truck route enforcement.

(2) Course completion certificates for city and county law enforcement personnel who have completed the training described in paragraph (1).

(b) All jurisdictions that are required to update a circulation element or to adopt an ordinance pursuant to Section 65098.1 of the Government Code shall have at least one enforcement officer that has received a completion certificate pursuant to paragraph (2) of subdivision (a) by the date upon which that circulation element is updated or ordinance is adopted.

(c) Nothing in this section shall be construed to require the department to provide training for which it has not received funding or to require a jurisdiction to have an enforcement officer that has received a course completion certificate if the department has not made the training described in subdivision (a) available to law enforcement personnel at no charge.

SEC. 17. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

AB 98 Implementation Guidance for Local Agencies
(SBCTA/WRCOG, September 10, 2025)

ATTACHMENT 3

Fehr & Peers

AB 98

Implementation

Guidance for Local Agencies

Prepared for:

**Western Riverside Council of Governments &
San Bernardino County Transportation Authority**



Submitted on:

September 10, 2025

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AB 98 Overview

Assembly Bill 98 – Warehouse Standards (AB 98, 2024) legislation is intended to focus on three key components of warehouse developments – (1) warehouse development standards, such as locating loading areas and other truck-serving components away from sensitive receptors, (2) requirement for local agencies to update their circulation elements to incorporate a truck route map, that also needs to be available in a GIS format, identifying truck routes and locating them away from sensitive receptors, and (3) a requirement that, if a warehouse development displaces housing that the housing be replaced under specific requirements. Although all agencies must update their circulation elements before January 1, 2028, agencies within a defined “warehouse concentration region” must update their circulation elements by January 1, 2026, which leaves a very short timeframe for complying with the legislative requirements.

An overview of the legislative requirements is described in detail below:

Development Standards

AB 98 prescribes various statewide warehouse design and build standards that go into effect on January 1, 2026. The legislation applies to any proposed new or expanded “logistics use” development, defined as:

“a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. “Logistics use” does not include any of the following:

(1) Facilities where food or household goods are sold directly to consumers and are accessible to the public.

(2) A building primarily served by rail to move cargo goods or product.

(3) (A) A Strategic Intermodal Facility.

(B) For purposes of this subdivision, “Strategic Intermodal Facility” means a project that satisfies all of the following requirements:

(i) Logistics facilities, including warehousing and transloading facilities, served by rail.

(ii) Intermodal freight transport services.

(iii) All facility structures and related rail operations are located within a single site footprint.”

The law specifies standards for building and site design that go above and beyond the California Green Building Code. AB 98 in its entirety is provided as **Appendix A**.

AB 98 Zoning Regulation Guidance

The following is a brief list of “things to know” about AB 98 ahead of updating a jurisdiction’s zoning regulations.

- AB 98 provides crucial definitions for “logistics uses” and “sensitive receptors.”
- AB 98 uses the threshold of 250,000 square feet to regulate logistics uses (i.e., logistics uses under and over 250,000 square feet are regulated differently).
- AB 98 is expected to be amended through subsequent legislation to clean up some of the ambiguous requirements, but that legislation is not anticipated to be adopted until late 2025.
- Special zoning regulations apply to jurisdictions within the “warehouse concentration region” defined by the legislation as follows:
 - Unincorporated Riverside County
 - Unincorporated San Bernardino County
 - City of Chino
 - City of Colton
 - City of Fontana
 - City of Jurupa Valley
 - City of Moreno Valley
 - City of Ontario
 - City of Perris
 - City of Rancho Cucamonga
 - City of Redlands
 - City of Rialto
 - City of Riverside
 - City of San Bernardino
- AB 98 only applies to logistic uses that have sensitive receptors within 900 feet of the loading bay.
- AB 98 does not apply to logistics use developments that are mixed-use developments that may create sensitive receptors on the site of the new logistics use development.
- AB 98 zoning regulations applies to all jurisdictions beginning January 1, 2026.

The following information provides an overview of key updates that local agencies should make to their municipal codes. Please note, a detailed checklist and sample illustrations are provided as **Appendix B** and are intended to provide guidance to local agencies to ensure compliance and consistency with the design standards requirements of AB 98.

Definitions

AB 98 provides definitions that should be incorporated into local zoning codes either by adding the definition or referencing the definition contained in California Government Code §65098(d). If the definition is added directly to the code, it is recommended that additional language state that Government Code supersedes the zoning code to avoid potential conflicts should subsequent legislation change the definition.

Conflict and Implementation Checklist

AB 98 uses different square footages for regulating logistics uses, whereby logistics uses larger than 250,000 square feet are regulated differently. Local zoning codes that use square footage thresholds

other than 250,000 square feet will conflict with AB 98 standards. As such, it is recommended to remove any square footage threshold that is not consistent with the State’s defined 250,000 square feet threshold to ensure consistency with AB 98 requirements.

California Government Code §65098.6 requires a two-for-one replacement for any demolished residential housing unit that occurs to construct a logistics use. It also includes a requirement for relocation assistance to displaced residents. As such, local jurisdictions must amend their zoning codes to add these housing requirements or reference the noted Government Code.

Setbacks for truck loading “bays” are specifically defined in in AB 98. As such, a local agency’s zoning code may require the addition of a definition for Truck Loading Bay which is different than a Loading Dock. A loading bay refers to any space on a site where goods are loaded to/from a truck. A parking space on the edge of the site used for this purpose would be required to conform with the setback standards of 300–500 feet from sensitive receptors as defined in the legislation.

New buffer requirements for facilities that are planned within 900 feet of a sensitive receptor is now required per AB 98. The setback ranges from 50 to 100 feet. Planned facilities in the Warehouse Concentration Region require 100-foot buffers, as do sites over 250,000 square feet proposed on a site that is not zoned industrial. Local agencies should understand these nuances and incorporate the requirements into their zoning codes.

Truck Route Requirements

The AB 98 truck route requirements described herein have been codified in Section 65098.2.7 and Section 65302.02. Excerpts from the legislation relevant to the implementation guidance provided in this document are provided below.

65098.2.7.

*(a) The purpose of this section is to ensure that **logistics use developments**, beginning January 1, 2026, are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is achieved by restricting logistics use development to roadways that are suited to handle the associated traffic and that predominantly serve commercial uses.*

(b) (1) Any new logistics use development shall be sited on roadways that meet the following classifications:

(A) Arterial roads.

(B) Collector roads.

(C) Major thoroughfares.

(D) Local roads that predominantly serve commercial uses.

(2) For purposes of this chapter, local roads shall be considered to predominantly serve commercial uses if more than 50 percent of the properties fronting the road within 1,000 feet are designed for commercial or industrial use according to the local zoning ordinance.

(c) A waiver may be granted where siting on the designated roadways pursuant to subdivision (b) is impractical due to unique geographic, economic, or infrastructure-related reasons. The waiver shall be approved by the city, county, or city and county, provided that the applicant demonstrates all of the following:

- (1) There is no feasible alternative site that exists within the designated roadways.
- (2) A traffic analysis has been completed and submitted to the local approving authority.
- (3) The site is an existing industrial zone.
- (4) The proposed site will incorporate mitigations to minimize traffic and environmental impacts on residential areas to the greatest extent feasible.

65098.3.

(a) Anti-idling signs indicating a three-minute heavy-duty truck engine idling restriction shall be posted at logistics use developments along entrances to the site and at the truck loading bays.

(b) Signs shall be installed at all heavy-duty truck exit driveways directing truck drivers to the truck route as indicated in the truck routing plan, as described in Section 65098.4, and in the state highway system.

65302.02.

Pursuant to Section 65302, jurisdictions within the Warehouse Concentration Region must comply with the following by January 1, 2026, and all other agencies must comply by January 1, 2028:

(a) Identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as defined by Section 65098.

(b) Maximize the use of interstate or state divided highways as preferred routes for truck routes. The county or city shall also **maximize use of arterial roads**, major thoroughfares, and predominantly commercially oriented local streets when state or interstate highways are not utilized. Truck routes shall comply with the following:

(1) **Major or minor collector streets and roads** that predominantly serve commercially oriented uses **shall be used for truck routes only when strictly necessary** to reach existing industrial zones.

(2) Trucks shall be routed via transportation **arteries that minimize exposure** to sensitive receptors.

(d) The county or city shall provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate idling facility locations.

(e) The county or city shall make truck routes publicly available in geographic information system (GIS) format and **share GIS maps of the truck routes** with warehouse operators, fleet operators, and truck drivers.

General Plan Mobility/Circulation Element

The following section provides guidance on how to evaluate, identify, and incorporate AB 98-compliant truck routes into general plan circulation elements by the AB 98 implementation deadline.

Truck Route Analysis & Identification

The United States Department of Transportation (USDOT) established truck size and weight standards pursuant to the 1982 Surface Transportation Assistance Act (STAA). The California Motor Vehicle Code also contains size and weight standards for “California Legal” trucks. STAA trucks are slightly longer and require more turning radius than California Legal trucks. In California, STAA routes must be approved by Caltrans, appropriately signed, and are strictly enforced. From a lay-person’s perspective, there is little difference between the two truck types. They are both seen as “big rigs”. Most of the trucks that are the focus of AB 98 are California Legal trucks, which are permitted on all roadways unless expressly prohibited by state or local regulations. AB 98 aims to limit where all heavy-duty trucks, including California Legal trucks, travel by requiring local agencies to designate, post signage, and enforce truck routes on local roadways.

The first step in designating truck routes is understanding where trucks are traveling in local communities, and why. The next step is to consider future land use and zoning that may require truck access. And the final step is to identify and implement the most direct, yet least impactful, local truck routes. If changes to the General Plan are necessary to reflect revised or new truck routes, a General Plan amendment will be required, which will trigger the California Environmental Quality Act (CEQA). The following steps are recommended for updating or establishing local truck routes.

STEP 1: CONFIRM EXISTING TRUCK ROUTES (IF NO TRUCK ROUTES EXISTS, SKIP TO STEPS 3 AND 4)

This first step entails reviewing the general plan and/or researching local ordinances to identify existing truck routes. If the truck routes are contained in the General Plan, the jurisdiction need only confirm that the truck routes meet the AB 98 requirements (see Step 5). If the general plan does not contain designated truck routes, but truck routes were previously adopted by ordinance, a general plan amendment will be required to incorporate the truck routes, but the CEQA process may be more streamlined. For jurisdictions that do not have designated truck routes either in the general plan or by ordinance, a CEQA impact analysis may be required. It is recommended that local agencies consult the CEQA approach with a CEQA practitioner, CEQA legal counsel, and/or the agency’s attorney (City Attorney/County Council (or similar)).

STEP 2: LAND USE ANALYSIS

This step entails a review of existing land uses to determine where truck-served uses are located, what roads provide direct access to those facilities, and the proximity of sensitive receptors to roads used to access truck-served facilities. The general plan land use map is a good place to start, particularly if its available in GIS and can be overlaid with existing truck routes (if designated), but in addition, some land uses defined as sensitive receptors by AB 98 occur in commercial districts, such as daycare facilities. These also need to be considered in the truck routing decision-making process.

STEP 3: ROADWAY CLASSIFICATIONS OF EXISTING TRUCK ROUTES

A GIS map has been developed for SBCTA and WRCOG member agencies that compiles and documents existing truck routes in the SBCTA and WRCOG jurisdictional areas and can be accessed at:

<https://fehrandpeers.maps.arcgis.com/apps/mapviewer/index.html?webmap=3182123c01ec4416ab84a99856aaccc6>

In addition, the Caltrans Local Truck Routes web page provided the starting point for this GIS mapping effort:

<https://dot.ca.gov/programs/traffic-operations/legal-truck-access/local-truck-routes>.

Some of the information, particularly on the Caltrans' local truck routes webpage, is outdated. Local jurisdictions are encouraged to review the truck route data posted on the site and provide Caltrans with any necessary updates. Routes shown on the webpage were compared to current general plans and ordinances for each agency (as found on city websites) and incorporated into the WRCOG/SBCTA GIS truck route map.

AB 98 references roadway classifications. It is our understanding that the classifications refer to Caltrans road functional classifications, rather than general plan roadway classifications. For this reason, the WRCOG/SBCTA GIS truck route layer includes both local agency and Caltrans functional classifications. Where the classifications are the same, the map shows the truck route in blue. Where the classifications contrast, the truck route is shown in red. For local agency truck routes that are located on roadways with a local classification of arterial but Caltrans classification of collector or local, it is recommended that agencies initiate reclassification with Caltrans (see Step 4).

STEP 4: RECLASSIFICATION OF ROADWAYS

The Federal Highway Administration (FHWA) identifies functional classification as a key criterion for identifying where to invest federal funds with priority given to arterials at the local level. Caltrans, in coordination with FHWA, has a process for local agencies to request reclassification of local roadways. The FHWA designation is based on existing lane miles and average annual daily traffic (AADT) volumes. This differs from local general plan roadway classifications. At the local level, general plans consider future land use and traffic projections. For this reason, roadway classifications at the local and federal levels may differ for a time until development occurs, traffic volumes increase, and a request for reclassification is approved.

AB 98 requires that a county or city ..."shall maximize interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads..." For local agencies that have designated truck routes on locally designated arterials, and Caltrans shows it as a collector or local road, it is recommended that the city or county submit a request to Caltrans to reclassify the road by visiting the Caltrans Functional Classification webpage at:

<https://dot.ca.gov/programs/research-innovation-system-information/office-of-highway-system-information-performance/functional-classification>

STEP 5: ALTERING OR CREATING A NEW TRUCK ROUTE

The next step in this process is to understand where trucks are traveling and if they are using designated truck routes or not. It is also important to understand how trucks travel throughout the

region so that neighboring jurisdictions can work together to identify preferred truck routes. For this exercise, Fehr & Peers utilized Geotab data collected from telematics devices in freight vehicles that monitor vehicle speeds, near-misses, hard-braking occurrences, etc. for the primary purpose of contacting emergency responders when a crash is detected. Unlike modeled datasets, Geotab is based on observed data to show where, when, and how freight moves through a roadway network both locally and regionally. Since Geotab only purchases data from manufacturers of heavy-duty trucks, it is a sample of the overall vehicle fleet, typically encapsulating between one and twenty-five percent of the total truck fleet operating on a roadway. Using Geotab data for a 60-day period (May and June 2024), two different dashboards were created, one for San Bernardino County and one for Riverside County. Links to the two dashboards are provided below:

San Bernardino County:

<https://www.arcgis.com/apps/dashboards/8120f0262a914c589f50fb0b81dbffde>

Riverside County:

<https://fehrandpeers.maps.arcgis.com/apps/dashboards/58a241e8e29f4e1695f91959893fd7c3>

The intent of this data is two-fold: (1) to confirm that trucks are currently utilizing designated truck routes, and (2) to identify how trucks are operating on non-truck routes. The latter is useful for investigating changes to existing truck routes or adding new truck routes.

Once a jurisdiction has reviewed the Geotab data, if changes to the truck route network are needed, Geotab can be used to assist with identifying where to collect traffic counts. For example, if a city currently has a designated truck route that is on a roadway fronted primarily by homes, schools, and other sensitive receptors, the truck route is shown in Geotab as red (carrying a significant amount of truck traffic). If there is a parallel route with fewer sensitive receptors that the city would like to use instead, the city should collect traffic counts on the existing and the proposed truck route. These counts will assist the city with analyzing potential effects of the truck route change, such as noise, vibration, air quality, and safety benefits to residents along the existing route, and potential impacts created by shifting trucks to the proposed route.

In addition to the environmental impacts identified above, the design and structural section of the roadways should also be considered. Heavy-duty trucks have a maximum weight limit of 80,000 pounds (40 tons). Truck routes should be designed to support this much heavier weight. In addition, California Legal trucks require a turning radius of 50 feet. Intersecting truck routes should be designed to accommodate this.

STEP 6:

The sixth and final step is preparing a matrix that combines the information gathered in the prior steps.

1. Locations of existing truck routes (if applicable) within and adjacent to the jurisdiction
2. General plan and Caltrans functional classifications of designated truck routes
3. Truck utilization of existing and/or proposed truck routes
4. Truck classification counts: it is recommended that counts be collected if:
 - a. Existing truck routes operate on routes fronted by more than 50% sensitive uses
 - b. Existing truck routes are being eliminated resulting in a potential shift of truck traffic to parallel roadways
 - c. New truck routes are being proposed

5. Designated truck route roadway design standards should be updated to accommodate heavy-duty trucks

For jurisdictions that have designated truck routes and can substantiate that the routes comply with AB 98, it is recommended that they document the following findings:

1. Truck routes are designated on arterials;
2. Designated truck routes provide the most direct access to truck-generating land uses;
3. Designated truck routes avoid sensitive receptors to the greatest extent feasible; and,
4. Trucks are utilizing the designated truck routes and avoiding use of non-truck routes.

Tables 1 and 2 below provide examples for collecting and analyzing information to assist with confirming, changing, or creating new truck routes.

Table 1. Roadway Characteristics (Example)

Truck Route Segment	GP Functional Classification	Caltrans Functional Classification	Distance to State Highway or Interstate	Connects to Truck Route in Adjacent Jurisdiction	Pavement designed for trucks	Turning radius of intersecting truck route	Truck Volumes	GP Functional Classification
Main St from A to B	Arterial	Collector	0.5 miles	Yes	Yes	50 feet	1,200	Arterial

Table 2. Land Use and Active Transportation Characteristics (Example)

Truck Route Segment	Percentage of Sensitive Receptors fronting segment	Provides direct access to truck-generating land uses	Fronted by or only access to Logistics Use	Class II Bike Lane	Bicycle Volumes	Transit Corridor with stops	Sidewalks	Pedestrian Volumes
Main St from A to B	30%	Yes	Yes	No	0	No	Yes	10

Appendix A. AB 98

Assembly Bill No. 98¹

CHAPTER 931

An act to add Section 65302.02 to, and to add Chapter 2.8 (commencing with Section 65098) to Division 1 of Title 7 of, the Government Code, and to add Sections 40458.5 and 40522.7 to the Health and Safety Code, relating to land use.

[Approved by Governor September 29, 2024. Filed with Secretary of State September 29, 2024.]

LEGISLATIVE COUNSEL'S DIGEST

AB 98, Juan Carrillo. Planning and zoning: logistics use: truck routes.

(1) Existing law, the Planning and Zoning Law, sets forth various requirements relating to the review of development project permit applications and the issuance of development permits for specified classes of development projects.

This bill, beginning January 1, 2026, would prescribe various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. The bill would except from those design and build standards certain existing logistics use developments, proposed expansions of a logistics use development, and property currently in a local entitlement process to become a logistics use, under prescribed conditions. The bill would require a facility operator, prior to the issuance of a certificate of occupancy, to establish and submit for approval by a city, county, or city and county a truck routing plan to and from the state highway system based on the latest truck route map of the city, county, or city and county, as prescribed. The bill would require a facility operator to enforce the plan. The bill would provide for the revision of the plan in specified circumstances.

The bill would prohibit a city, county, or city and county from approving development of a logistics use that does not meet or exceed the standards outlined in the bill. The bill would require a city, county, or city and county to condition approval of a logistics use on 2-to-1 replacement of any demolished housing unit that was occupied within the last 10 years unless the housing unit was declared substandard by a building official, as specified, and payments to displaced tenants if residential dwellings are affected through purchase, as prescribed. The bill would define terms for these purposes.

(2) The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and specified land outside its boundaries that includes, among other specified mandatory elements, a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. Existing law requires, upon

¹ Assembly Bill 98 accessed online on September 4, 2025 at:
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB98

any substantive revision of the circulation element, that the legislative body modify the element to address specified additional issues.

This bill would require a county or city, by January 1, 2028, except as provided, to update its circulation element, as prescribed, including identifying and establishing specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and concentrations of sensitive receptors, as defined. The bill would establish specific standards for truck routes. The bill would require a county or city to provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate idling facility locations. The bill would require a county or city to make truck routes publicly available and share maps of the truck routes with warehouse operators, fleet operators, and truck drivers. The bill would authorize the Attorney General to enforce these provisions, as provided, including by imposition of a fine of up to \$50,000 every 6 months if the required updates have not been made.

(3) Existing law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Existing law provides that the south coast district is governed by a board consisting of 13 members and requires the district to adopt rules and regulations to carry out the south coast district air quality management plan that are not in conflict with state and federal laws and rules and regulations.

This bill would require the south coast district to establish a process for receiving community input on how any penalties assessed and collected for violation of the Warehouse Indirect Source Rule are spent, as specified. The bill would require the south coast district, subject to an appropriation for this express purpose, to, beginning on January 1, 2026, and until January 1, 2032, deploy mobile air monitoring systems within the Counties of Riverside and San Bernardino to collect air pollution measurements in communities that are near operational logistics use developments. The bill would require the south coast district to use the data collected to conduct an air modeling analysis to evaluate the impact of air pollution on sensitive receptors from logistics use development operations and to submit its findings to the Legislature on or before January 1, 2033. The bill would also require the district to submit an interim report to the Legislature on or before January 1, 2028, to evaluate the impact of air pollution on sensitive receptors, as defined, from logistics use development operations in the Counties of Riverside and San Bernardino, as provided.

(4) By modifying the duties of local agencies with regard to the approval of logistics use development and requiring the revision of the circulation element of a general plan, the bill would impose a state-mandated local program.

(5) The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

(6) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Digest Key

Bill Text

The people of the State of California do enact as follows:

SECTION 1.

Chapter 2.8 (commencing with Section 65098) is added to Division 1 of Title 7 of the Government Code, to read:

CHAPTER 2.8. Warehouse Design and Build Standards

65098.

As used in this chapter:

(a) "21st century warehouse" means a logistics use that meets all of the following:

(1) Complies with or exceeds all requirements of the most current building energy efficiency standards specified in Part 6 (commencing with Section 100) of Title 24 of the California Code of Regulations and the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations), including, but not limited to, the following requirements related to:

(A) Photovoltaic system installation and associated battery storage.

(B) Cool roofing.

(C) Medium- and heavy-duty vehicle charging readiness.

(D) Light-duty electric vehicle charging readiness and installed charging stations.

(2) Has skylights in at least 1 percent of the roof area, or equivalent LED efficient lighting.

(3) Provides conduits and electrical hookups at all loading bays serving cold storage. Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay.

(4) Ensures that any heating, ventilation, and air-conditioning is high-efficiency.

(5) (A) Ensures that all classes of forklifts used on site, pursuant to State Air Resources Board's Zero-Emission Forklifts regulation, as drafted, shall be zero-emission by January 1, 2030, to the extent operationally feasible, commercially off-the shelf available, and adequate power available on site.

(B) (i) If not operationally feasible, commercially off-the shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.

(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(6) (A) Ensures that equipment used on site utilizing small off-road engines shall be zero-emission, to the extent operationally feasible, commercially off-the shelf available, and adequate power available on site.

(B) (i) If not operationally feasible, commercially off-the shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.

(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(C) Should any equipment used on site utilizing small off-road engines be contracted out, the logistics use facility shall preferentially contract for services utilizing zero-emission small off-road engines.

(b) "Expansion of an existing logistics use" means the expansion of an existing logistics use by 20 percent or more of the existing square footage. Office space shall not be included as part of the existing square footage or in the square footage for the 20-percent expansion threshold.

(c) "Heavy-duty truck" means a class 7 or class 8 truck. As used in this subdivision:

(1) "Class 7 truck" means a truck with a gross vehicle weight rating of 26,001 to 33,000 pounds.

(2) "Class 8 truck" means a truck with a gross vehicle weight rating of greater than 33,000 pounds.

(d) "Logistics use" means a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. "Logistics use" does not include any of the following:

(1) Facilities where food or household goods are sold directly to consumers and are accessible to the public.

(2) A building primarily served by rail to move cargo goods or product.

(3) (A) A Strategic Intermodal Facility.

(B) For purposes of this subdivision, "Strategic Intermodal Facility" means a project that satisfies all of the following requirements:

(i) Logistics facilities, including warehousing and transloading facilities, served by rail.

(ii) Intermodal freight transport services.

(iii) All facility structures and related rail operations are located within a single site footprint.

(e) "Sensitive receptor" means one or more of the following:

(1) A residence, including, but not limited to, a private home, apartment, condominium unit, group home, dormitory unit, or retirement home.

(2) A school, including, but not limited to, a preschool, prekindergarten, or school maintaining kindergarten or any of grades 1 to 12, inclusive.

(3) A daycare facility, including, but not limited to, in-home daycare.

(4) Publicly owned parks, playgrounds, and recreational areas or facilities primarily used by children, unless the development of the park and recreation areas are included as a condition of approval for the development of a logistics use.

(5) Nursing homes, long-term care facilities, hospices, convalescent facilities, or similar live-in housing.

(6) Hospitals, as defined in Section 128700 of the Health and Safety Code.

(f) "Small off-road engines" means spark-ignition engines rated at or below 19 kilowatts.

(g) "Tier 1 21st century warehouse" means a logistics use that meets all of the following:

(1) Complies with or exceeds all requirements of the most current building energy efficiency standards specified in Part 6 (commencing with Section 100) of Title 24 of the California Code of Regulations and the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations), including, but not limited to, the following requirements related to:

(A) (i) Photovoltaic system installation and associated battery storage.

(ii) For purposes of the photovoltaic system installation requirement in clause (i), all warehouse square footage should be considered conditioned space.

(B) Cool roofing.

(C) Medium- and heavy-duty vehicle charging readiness.

(D) Light-duty electric vehicle charging readiness and installed charging stations.

(2) Has skylights in at least one percent of the roof area, or equivalent LED efficient lighting.

(3) Has a microgrid-ready switchgear system capable of supporting distributed energy resources.

(4) Is advanced smart metering ready.

(5) Has a minimum of 50 percent of all passenger vehicle parking spaces preinstalled with conduit and all necessary physical infrastructure to support future charging of electric vehicles.

(6) Has a minimum of 10 percent of all passenger vehicle parking spaces installed with electric vehicle charging stations.

(7) Provides conduits and electrical hookups at all loading bays serving cold storage. Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay.

(8) Ensures that any heating, ventilation, and air-conditioning is high-efficiency.

(9) (A) Ensures that all classes of forklifts used on site, pursuant to State Air Resources Board's Zero-Emission Forklifts regulation, as drafted, shall be zero-emission by January 1, 2028, to the extent operationally feasible, commercially off-the shelf available, and adequate power available on site.

(B) (i) If not operationally feasible, commercially off-the shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.

(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(10) (A) Ensures that equipment used on site utilizing small off-road engines shall be zero-emission, to the extent operationally feasible, commercially off-the shelf available, and adequate power available on site.

(B) (i) If not operationally feasible, commercially off-the shelf available, or if there is inadequate power available on site, the cleanest technology commercially available shall be used.

(ii) Cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.

(C) Should any equipment used on site utilizing small off-road engines be contracted out, the logistics use facility shall preferentially contract for services utilizing zero-emission small off-road engines.

(h) "Warehouse concentration region" includes the Counties of Riverside and San Bernardino and the Cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino.

65098.1.

(a) Commencing January 1, 2026, any proposed new or expanded logistics use development 250,000 square feet or more where the loading bay is within 900 feet of a sensitive receptor that is utilizing a site zoned for industrial use or any site where an application was submitted to the jurisdiction by September 30, 2024, to rezone as industrial and the rezone to industrial was ultimately approved shall comply with all of the following:

(1) Include all Tier 1 21st century warehouse design elements described in subdivision (g) of Section 65098.

(2) Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors, to the extent feasible.

(3) Locate truck loading bays a minimum of 300 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.

(4) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

(5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.

(6) Include buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(b) Commencing January 1, 2026, except as provided for in subdivision (c), any proposed new or expanded logistics use development that is on land that is not zoned industrial, whether developed or undeveloped, or land that needs to be rezoned, where the loading bay is within 900 feet of a sensitive receptor, shall comply with all of the following:

(1) If the logistics use development is 250,000 square feet or more it shall include all Tier 1 21st century warehouse design elements described in subdivision (g) of Section 65098. If the logistics use

development is less than 250,000 square feet it shall include all 21st century warehouse design elements described in subdivision (a) of Section 65098.

(2) Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors, to the extent feasible.

(3) Locate truck loading bays a minimum of 500 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.

(4) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

(5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.

(6) Include buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(c) Commencing January 1, 2026, any proposed new or expanded logistics use development that is on land that is not zoned industrial, whether developed or undeveloped, or land that needs to be rezoned, and is located in the warehouse concentration region, shall comply with all of the following:

(1) If the logistics use development is 250,000 square feet or more it shall include all Tier 1 21st century warehouse design elements described in subdivision (g) of Section 65098. If the logistics use development is less than 250,000 square feet it shall include all 21st century warehouse design elements described in subdivision (a) of Section 65098.

(2) Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors, to the extent feasible.

(3) Locate truck loading bays a minimum of 500 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.

(4) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

(5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.

(6) Include buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(d) Commencing January 1, 2026, any proposed new or expanded logistics use development less than 250,000 square feet where the loading bay is within 900 feet of a sensitive receptor that is utilizing a site zoned for industrial use or any site where an application was submitted to the jurisdiction by September 30, 2024, to rezone as industrial and the rezone to industrial was ultimately approved shall comply with all of the following:

(1) Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors, to the extent feasible.

(2) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.

(3) Include buffering and screening to mitigate for light and noise, as described in Section 65098.2.

(4) Complies with or exceeds all requirements of the most current building energy efficiency standards specified in Part 6 (commencing with Section 100) of Title 24 of the California Code of Regulations and the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations), including, but not limited to, the following requirements related to:

(A) Photovoltaic system installation and associated battery storage.

(B) Cool roofing.

(C) Medium- and heavy-duty vehicle charging readiness.

(D) Light-duty electric vehicle charging readiness and installed charging stations.

(5) Provides conduits at loading bays equal to one truck per every loading bay serving cold storage. Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay.

(6) Ensures that any heating, ventilation, and air-conditioning is high-efficiency.

(7) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

(e) (1) Except as provided in paragraph (2), on or before January 1, 2028, a city, county, or city and county shall update its circulation element to include truck routes, as specified in Section 65302.02.

(2) On or before January 1, 2026, all cities and counties in the warehouse concentration region shall update its circulation element to include truck routes, as specified in Section 65302.02.

65098.1.5.

(a) (1) Notwithstanding any other provision of law, any existing logistics use development in existence as of September 30, 2024, shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if a new sensitive receptor is constructed, established, or permitted after the effective date of this chapter.

(2) Notwithstanding any other provision of law, if, by September 30, 2024, a proposed expansion of a logistics use development is in a local entitlement process, then the proposed expansion shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if a sensitive receptor is constructed, established, or permitted after the effective date of this chapter.

(3) Notwithstanding any other provision of law, if, by September 30, 2024, a property is currently in a local entitlement process to become a logistics use, then the proposed logistics use development shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph

(3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if a sensitive receptor is constructed, established, or permitted after the effective date of this chapter.

(b) (1) Any new logistics use developments that require the rezoning of land and must undergo a municipal entitlement process shall not be subject to the requirements described in paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, if the start of the entitlement process for the logistics use began before any sensitive receptor started its own entitlement or permitting process, unless the proposed sensitive receptor was an existing allowable use according to local zoning regulations.

(2) During a logistics use development's entitlement process for a new or expanded logistics use, if a new sensitive receptor is proposed or established within the distances required by paragraph (3) of subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as applicable, then those distance requirements shall not apply to the logistics use development so long as the logistics use development was not already subject to those requirements prior to the new sensitive receptor being proposed or established.

(c) This chapter shall not apply to any logistics projects that were subject to a commenced local entitlement process prior to September 30, 2024.

(d) The protection afforded by this section shall remain in effect from the time of the initial application submission through the completion of the entitlement process, including any necessary rezoning actions and through the development period. If no development activity occurs within five years of entitlement approvals, the protections shall be waived.

(e) This chapter shall not apply to a logistics project that received an approval by a local agency prior to the effective date of this chapter. For purposes of this subdivision, "approval" shall have the same meaning as set forth in subdivision (a) of Section 15352 of Chapter 3 of Division 6 of Title 14 of the California Code of Regulations.

65098.2.

(a) Any new logistics use facility within 900 feet of a sensitive receptor shall have a buffer as follows:

(1) If the logistics use development is subject to the requirements of subdivision (a) or (d) of Section 65098.1, the buffer shall be 50 feet in width measured from the property line of all adjacent sensitive receptors that fully screen the project from the sensitive receptor.

(2) If the logistics use development is subject to either subdivision (b) or subdivision (c) of Section 65098.1, the buffer shall be 100 feet in width measured from the property line of all adjacent sensitive receptors that fully screen the project from the sensitive receptor.

(b) Buffer areas shall include a solid decorative wall, landscaped berm and wall, or landscaped berm 10 feet or more in height, drought tolerant natural ground landscaping with proper irrigation, and solid-screen buffering trees as described in subdivision (c).

(c) Trees shall be used as part of a solid-screen buffering treatment and planted in two rows along the length of the property line adjacent to the sensitive receptor. Trees used for this purpose shall be evergreen, drought tolerant, to the extent feasible, composed of species with low biogenic emissions, of a minimum 36-inch box size at planting, and spaced at no greater distance than 40 feet on center. Palm trees shall not be utilized.

65098.2.5.

The entry gates into the loading truck court for a new or expanded logistics use facility shall be positioned after a minimum of 50 feet of total available stacking depth inside the property line. The stacking depth shall be increased by 70 feet for every 20 loading bays beyond 50 loading bays, to the extent feasible.

65098.2.7.

(a) The purpose of this section is to ensure that logistics use developments, beginning January 1, 2026, are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is achieved by restricting logistics use development to roadways that are suited to handle the associated traffic and that predominantly serve commercial uses.

(b) (1) Any new logistics use development shall be sited on roadways that meet the following classifications:

(A) Arterial roads.

(B) Collector roads.

(C) Major thoroughfares.

(D) Local roads that predominantly serve commercial uses.

(2) For purposes of this chapter, local roads shall be considered to predominantly serve commercial uses if more than 50 percent of the properties fronting the road within 1000 feet are designed for commercial or industrial use according to the local zoning ordinance.

(c) A waiver may be granted where siting on the designated roadways pursuant to subdivision (b) is impractical due to unique geographic, economic, or infrastructure-related reasons. The waiver shall be approved by the city, county, or city and county, provided that the applicant demonstrates all of the following:

(1) There is no feasible alternative site that exists within the designated roadways.

(2) A traffic analysis has been completed and submitted to the local approving authority.

(3) The site is an existing industrial zone.

(4) The proposed site will incorporate mitigations to minimize traffic and environmental impacts on residential areas to the greatest extent feasible.

65098.3.

(a) Anti-idling signs indicating a three-minute heavy-duty truck engine idling restriction shall be posted at logistics use developments along entrances to the site and at the truck loading bays.

(b) Signs shall be installed at all heavy-duty truck exit driveways directing truck drivers to the truck route as indicated in the truck routing plan, as described in Section 65098.4, and in the state highway system.

65098.4.

Prior to the issuance of a certificate of occupancy, a facility operator shall establish and submit for approval to the planning director or equivalent position for the city, county, or city and county a truck routing plan to and from the state highway system based on the latest truck route map of the city, county, or city and county. The truck routing plan shall describe the operational characteristics of the use of the facility operator, including, but not limited to, hours of operation, types of items to be stored within the building, and proposed truck routing to and from the facility to designated truck routes that, to the greatest extent possible, avoid passing sensitive receptors. The truck routing plan shall include measures, such as signage and pavement markings, queuing analysis, and enforcement, for preventing truck queuing, circling, stopping, and parking on public streets. The facility operator shall be responsible for enforcement of the truck routing plan. A revised truck routing plan shall be submitted to the planning director or equivalent position prior to a business license being issued by the city, county, or city and county for any new tenant of the property. The planning director or equivalent position shall have discretion to determine if changes to the truck routing plan are necessary, including, but not limited to, any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.

65098.5.

(a) A city, county, or city and county shall not approve development of a logistics use that does not meet or exceed the standards outlined in this chapter.

(b) This section shall not be construed to restrict the existing authority of a city, county, or city and county to deny a logistics use facility altogether.

65098.6.

A city, county, or city and county shall condition approval of a logistics use on the following:

(a) Two-to-one replacement of any demolished housing unit that was occupied within the last 10 years, unless the housing unit was declared substandard by a building official, pursuant to Section 17920.3 of the Health and Safety Code, prior to purchase by the developer. For each housing unit demolished, regardless of market value of the unit, two units of affordable housing for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that are deed-restricted shall be built within the jurisdiction. Funds from any fee imposed for the replacement of demolished housing units shall be placed in a housing-specific set-aside account and shall be used for housing within three years of collection.

(b) If residential dwellings are affected through purchase, the developer shall be required to provide any displaced tenant with an amount equivalent to 12 months' rent at the current rate.

65098.7.

Nothing in this chapter shall be construed to supersede mitigation measures required by the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

65098.8.

The Legislature finds and declares that the movement and storage of freight and the impact of this activity on public health and communities across the state as set forth in this chapter is a matter of

statewide concern and is not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this chapter applies to all cities, including charter cities.

65098.9.

The provisions of this chapter shall not apply to a logistics use development if it meets both of the following:

- (a) The logistics use development is a mixed-use development that may create sensitive receptors on the site of the new logistics use development.
- (b) There are no existing sensitive receptors within 900 feet of the loading bay.

SEC. 2.

Section 65302.02 is added to the Government Code, to read:

65302.02.

By January 1, 2028, except as provided for in subdivision (h), a county or city shall update its circulation element, as required by subdivision (b) of Section 65302, to do all of the following:

(a) Identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as defined by Section 65098.

(b) Maximize the use of interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and predominantly commercially oriented local streets when state or interstate highways are not utilized. Truck routes shall comply with the following:

- (1) Major or minor collector streets and roads that predominantly serve commercially oriented uses shall be used for truck routes only when strictly necessary to reach existing industrial zones.
- (2) Trucks shall be routed via transportation arteries that minimize exposure to sensitive receptors.
- (3) On and after January 1, 2028, all proposed development of a logistics use development, as defined in subdivision (d) of Section 65098, shall be accessible via arterial roads, major thoroughfares, or roads that predominantly serve commercially oriented uses.

(A) The purpose of this section is to ensure that logistics use developments are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is achieved by restricting logistics use developments to roadways that are suited to handle the associated traffic and that predominantly serve commercial uses.

(B) For purposes of this section, local roads shall be considered to predominantly serve commercial uses if more than 50 percent of the properties fronting the road within 1000 feet are designated for commercial or industrial use according to the local zoning ordinance.

(c) The county or city may consult with the Department of Transportation and the California Freight Advisory Committee for technical assistance.

(d) The county or city shall provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate idling facility locations.

(e) The county or city shall make truck routes publicly available in geographic information system (GIS) format and share GIS maps of the truck routes with warehouse operators, fleet operators, and truck drivers.

(f) The city or county shall provide opportunities for the involvement of citizens, California Native American Indian tribes, public agencies, public utility companies, and civic, educational, and other community groups through public hearings and any other means the planning agency deems appropriate, consistent with Section 65351.

(g) The city or county shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the changes required pursuant to this section.

(h) The warehouse concentration region, as defined in Section 65098, shall implement the provisions of this section by January 1, 2026.

(i) The Attorney General may enforce this section.

(1) The Attorney General may impose a fine against a jurisdiction that is in violation of this section of up to fifty thousand dollars (\$50,000) every six months if the required updates have not been made.

(2) Upon appropriation by the Legislature, any fines collected shall be distributed by the Attorney General and returned to the local air quality management district in which the fine was imposed and be used for the district's efforts to improve air quality.

SEC. 3.

Section 40458.5 is added to the Health and Safety Code, to read:

40458.5.

(a) Subject to an appropriation for this express purpose, the south coast district shall, beginning on January 1, 2026, and until January 1, 2032, deploy mobile air monitoring systems within the Counties of Riverside and San Bernardino to collect air pollution measurements in communities that are near operational logistics use developments.

(b) The south coast district shall use the data collected pursuant to subdivision (a) to conduct an air modeling analysis to evaluate the impact of air pollution on sensitive receptors, as defined in Section 65098 of the Government Code, from logistics use development operations in the Counties of Riverside and San Bernardino, including relative pollution concentrations from logistics use developments at varying distances from sensitive receptors.

(c) The south coast district shall submit its findings to the Legislature on or before January 1, 2033. On or before January 1, 2028, the south coast district shall submit an interim report to evaluate the impact of air pollution on sensitive receptors, as defined in Section 65098 of the Government Code, from logistics use development operations in the Counties of Riverside and San Bernardino, including relative pollution concentrations from logistics use developments at varying distances from sensitive receptors. This report shall be used to assess the effectiveness of setbacks on public health.

(d) (1) The requirement for submitting a report imposed pursuant to subdivision (c) is inoperative on January 1, 2040, pursuant to Section 10231.5 of the Government Code.

(2) A report to be submitted pursuant to subdivision (c) shall be submitted in compliance with Section 9795 of the Government Code.

SEC. 4.

Section 40522.7 is added to the Health and Safety Code, to read:

40522.7.

The south coast district shall establish a process for receiving community input on how any penalties assessed and collected for violations of the Warehouse Indirect Source Rule are spent. The south coast district shall ensure a wide range of community groups are included in the process and that groups represent the geographic areas where there are high numbers of warehouse facilities.

SEC. 5.

No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

Appendix B. Southern California Association of Governments (SCAG) Geotab Technical Guidance

Overview

Geotab's Altitude platform is a roadway analytics tool built using data from telematics devices in freight vehicles. Unlike modeled datasets, Geotab is based on observed data to show where, when, and how freight moves through a roadway network both locally and regionally. Geotab data is a sample of the overall vehicle fleet, typically encapsulating 1-25%. Geotab can be used to guide truck route planning efforts by efficiently providing big data based on real-world activity at a low cost. This guide is intended to help agency staff determine the most appropriate data needs for their projects and understand the necessary inputs when making a request.

How the Geotab Subscription Works

Geotab data is accessible through SCAG's regional subscription by submitting a request through the [Streetlight Online Request](#) form. Analyses are typically delivered within 1-3 weeks of a submittal. The standard Geotab subscription determines access to three main components of the platform:

- Geography – Which counties, cities, or other geographic zones can be analyzed.
- Time Period – What months of data are able to be accessed.
- Analysis Types – Which specific analytics tools and queries are available, including the ability to filter analyses by vehicle weight class (e.g., Class 1-8 or Light-, Medium, and Heavy-Duty Trucks) and vehicle type (e.g., Truck, Multi-Purpose Vehicles, Bus, etc.).

The SCAG Geotab subscription offers access to all analysis types and all geography types within the SCAG region, with data ranging from January 1st, 2022, to December 31st, 2024.

Analysis Capabilities

The core analytical capabilities fall into four major modules for truck route planning: Traffic Analysis, Origin/Destination (O/D), Regional Travel Metrics, and Stop Analytics (Table 1). Each offers various analysis tools that can provide a variety of outputs as needed. The full catalogue of analysis requests available are detailed as "queryTypes" on the [Altitude API Guide](#). Additionally, for hands-on, self-guided tours of specific types of analyses, refer to the [Altitude Product Demo](#) page.

Table 3. Geotab Analysis Modules

Module	Description	Use Cases	Spatial Scale
Traffic Analysis 	Evaluates truck movement along corridors or within zones, with metrics on speed, travel times, and harsh driving events.	<ul style="list-style-type: none"> Identify potential bottlenecks that could undermine truck route efficiency Compare corridor efficiency (travel time reliability, speed variability, total observations) 	Corridor / road segment scale
Origin/ Destination (O/D) 	Analyzes freight demand and trip patterns between zones or generators, including route compliance and common O/D pairs.	<ul style="list-style-type: none"> Assess route compliance according to designated truck routes between freight generators Determine top freight generating O/D pairs within an area to support routing decisions Determine trip distances and flows 	Area zones (e.g., Census Geographies, TAZs, City Boundaries) to regional
Regional Travel Metrics 	Provides regional freight demand/activity trends by industry, vehicle class, or geography. Includes counts and fuel economy.	<ul style="list-style-type: none"> Identify high-demand freight corridors Quantify freight demand/generation Track freight trends over time 	Multi-corridor / multi-segment
Stop Analysis 	Identifies stop locations, durations, idling, and trip distances before/after stops. Highlights dwelling or parking patterns.	<ul style="list-style-type: none"> Detect ruck parking/idling hot spots Identify rest area coverage gaps Support enforcement/signage 	Point locations / clusters

Note: Each analysis module allows for truck metrics to be pulled annually, seasonally, daily, and hourly.

Defining a Truck Trip

Unlike personal autos, trucks often operate as multi stop tours (pickups, deliveries, staging, fueling, breaks) that blur where one “trip” begins and ends. The right definition depends on your use case

(O/D analysis, truck parking demand analytics, capacity calculations, etc.). Table 2 provides a breakdown of common trip definitions.

Table 2. Trip Definitions

Trip Definition	Description
Dwell-Threshold (stop-based) Segmentation	End a trip when the device shows little/no movement for a set period and distance (e.g., <i>no movement >5 m for ≥5 minutes; min trip length ≥3 minutes and ≥500 m</i>). This is a widely used rule in commercial platforms; it's simple and scalable but can split long-haul legs at brief fuel/rest stops.
Ignition / Hours of Service (HOS) Segmentation	Bound trips with engine on/off or driver duty-status changes. This aligns with operational reality and curbs over-splitting, but availability varies by provider and policy. This rule is clear but it can ignore Less than Truck Loads (LTL) activities, where they have a short stop for delivery or pick up while the engine is on.
Geofence-to-Geofence (facility-anchored) trips	Define trips as movements between polygons (e.g., warehouse ↔ customer, yard ↔ port gate). This is powerful for OD analysis and trip generation, because it explicitly credits activity to known sites; however, it can miss mid-stream activity unless you model intermediary geofences (fuel, staging).
Tour Linking (leg consolidation)	Start with stop-based legs, then link adjacent legs into a single tour when intermediate stops are short (e.g., fueling) or “non-productive.” This preserves long-haul continuity and is feasible when persistent vehicle IDs exist (e.g., datasets where IDs remain stable over multiple days).

In platforms like Geotab, users have the flexibility to define the trip:

- **Single Trips** – defined when a vehicle starts moving until it stops with ignition turned off, idles for 3 minutes and 20 seconds, or is shifted to park for 30 seconds.
- **Chained Trips** – defined as connected consecutive trips, ignoring stops that are shorter than a defined threshold.

Requesting Geotab Data

Prior to making a data request through the StreetLight Online Request form, users should follow these general preparation steps to ensure that they receive the most relevant and valuable data in a timely manner:

1. **Define the Planning Objective** – What question(s) should the analysis answer?
2. **Define the Analysis Type and Function** – Determine the most suitable analysis module by reviewing the available analysis modules described in Table 1. Once an analysis module is selected, review the list of query types that are available under that module as defined in the Altitude API Guide.
3. **Determine the Geography of the Analysis** – Determine the geographic scope for the analysis. The allowable geographic inputs include standard Census geographies (e.g., Census Tracts, Census Block Groups) and individual road segments. When requesting data at the segment level, filter your data by road type, as defined by OpenStreetMap (e.g., motorway, primary, secondary, trunk, tertiary). For more information on OpenStreetMap road types, visit the [OpenStreetMap Highway Wiki](#).
4. **Determine the Time of the Analysis** – Determine the temporal resolution of the analysis by specifying specific date, day, and time ranges. The output will be a sum of observations within the specified date, day, and time range.
 - a. **Date Range** – specify the Date From and Date To range (e.g., 2024-01-01 to 2024-01-31).
 - b. **Days** – isolate specific days of the week (e.g., individual days, weekdays, all days).
 - c. **Time Range** – specify the Time From and Time To range (e.g., 00:00:00 to 23:59:59)
5. **Apply Additional Filters** – Determine additional filters to narrow the data output. Additional filters to consider include vehicle class, road class, and industry.
6. **Consider Journey Definitions** – Geotab allows users to filter by journeys which are defined as single trips or consecutive chained trips. Refer to Table 2 for more specific trip definitions, and definitions of allowable trip definitions within the Geotab platform.

Example Request – Origin/Destination

To request Origin–Destination data from one more zones within the SCAG region, as well as the observed counts by segments, and top routes between zones, use the following analysis parameters in your request:

1. **Planning Objective** – Produce an Origin–Destination matrix showing where Heavy–Duty Trucks trips travel to/from for the major logistics center south of Mission Boulevard in the City of Ontario. Additionally, identify the top routes between major O/D pairs.
2. **Define the Analysis Type and Function**
 - a. **Module** – Origin/Destination (O/D)
 - b. **Query Type** – Get Origin/Destination Matrix
3. **Determine the Geography of the Analysis**
 - a. **Origin Zones** – provide the Census Geographies (Census FIPS code) for all origin zones of interest.

- b. **Destination Zones** – provide the Census Geographies (Census FIPS code) for all destination zones of interest. Alternatively, specify all Census Geographies within the SCAG region to return a broader set of destinations.
- 4. **Determine the Time of the Analysis** – provide O/D for all of January, on weekdays, for the entire day.
 - a. **Date Range** – Time From: 2024-01-01, Time To: 2024-01-31
 - b. **Days** – Weekdays (Monday – Friday)
 - c. **Time Range** – All Day (00:00:00 to 23:59:59)
- 5. **Apply Additional Filters**
 - a. **Truck Classification** – Heavy-Duty Trucks

Example Request – Segment-Level Observed Counts

To request segment-level observed counts for a specific area, city, or county, use the following analysis parameters in your request:

- 1. **Planning Objective** – Identify highly traveled roadway segments for Heavy-Duty truck trips that start or end within the City of Riverside.
- 2. **Define the Analysis Type and Function**
 - a. **Module** – Regional Travel Metrics
 - b. **Query Type** – Get Observed Counts
- 3. **Determine the Geography of the Analysis**
 - a. **Zone(s)** – City of Riverside (FIPS Code 06065).
 - b. **Road Type(s)** – Motorway, primary, secondary, tertiary
- 4. **Determine the Time of the Analysis** – provide O/D for all of January, on weekdays, for the entire day.
 - a. **Date Range** – Time From: 2024-01-01, Time To: 2024-01-31
 - b. **Days** – All Days (Monday – Sunday)
 - c. **Time Range** – All Day (00:00:00 to 23:59:59)
- 5. **Apply Additional Filters**
 - a. **Truck Classification** – Heavy-Duty Trucks

Interpreting and Visualizing Geotab Data

Truck movement data from Geotab is often highly detailed and dense data. This section provides a generalized process for interpreting, summarizing, and visualizing Geotab data in a digestible way that supports effective decision-making.

Understanding the Output

Regardless of the format, every dataset output will include a combination of one or more of the following depending on the analysis: spatial features, temporal characteristics, and vehicle or trip characteristics. To understand what is needed out of the output, users should consider the following basic methods of data aggregation and relate it back to the planning objective.

Geographic Aggregation – Outputs can be aggregated by spatial categories, such as by corridor, census tracts, or road class. Geographic aggregation can answer questions such as:

- Which roads have the highest truck usage or longest stop durations?
- Where are trucks speeding the most?

Temporal Aggregation – Outputs can be aggregated by month, day of week, or even hour of day. Temporal aggregation can answer questions such as:

- When are industrial areas most active?
- How does truck activity vary month-by-month?

Vehicle or Trip Aggregation – Outputs can be aggregated by vehicle or trip categories, such as vehicle class and industry to answer questions such as:

- How long do heavy-duty trucks travel on City roads compared to medium-duty trucks?
- How do top routes for heavy-duty trucks differ compared to medium-duty trucks between two major freight generators?

Understanding these aggregations and looking at them as a whole can reveal hidden patterns and answer advanced questions supporting truck route planning decisions, such as:

- On truck routes near sensitive receptors, where do trucks tend to speed during off-peak hours?
- Where are the hot spots for long-duration stops near sensitive receptors and when do they occur?

Visualizing the Data

The results gleaned from aggregating the data needs to be visualized to be digestible and compelling to stakeholders. Visualizations should answer the planning objectives or questions. Most visualizations will either be maps or charts.

Maps

Maps are the most intuitive way to reveal spatial patterns, hot spots, and illustrate how truck behavior interacts with land use and infrastructure. There are a variety of map types that can be used to

illustrate Geotab outputs. **Roadway-based line maps** are best for portraying volumes or speed values. By symbolizing with graduated colors or line-widths, users can identify heavily used corridors and speed bottlenecks. **Heat maps or hot spot maps** are best suited for portraying stop or idling related metrics, identifying significant staging areas or gaps in truck parking. **Interactive web maps or dashboards** can relay multiple metrics of truck behavior, consolidating relevant information to one location for stakeholders. Figure 1 and Figure 2 below showcase segment-level heavy-duty truck sample observations.

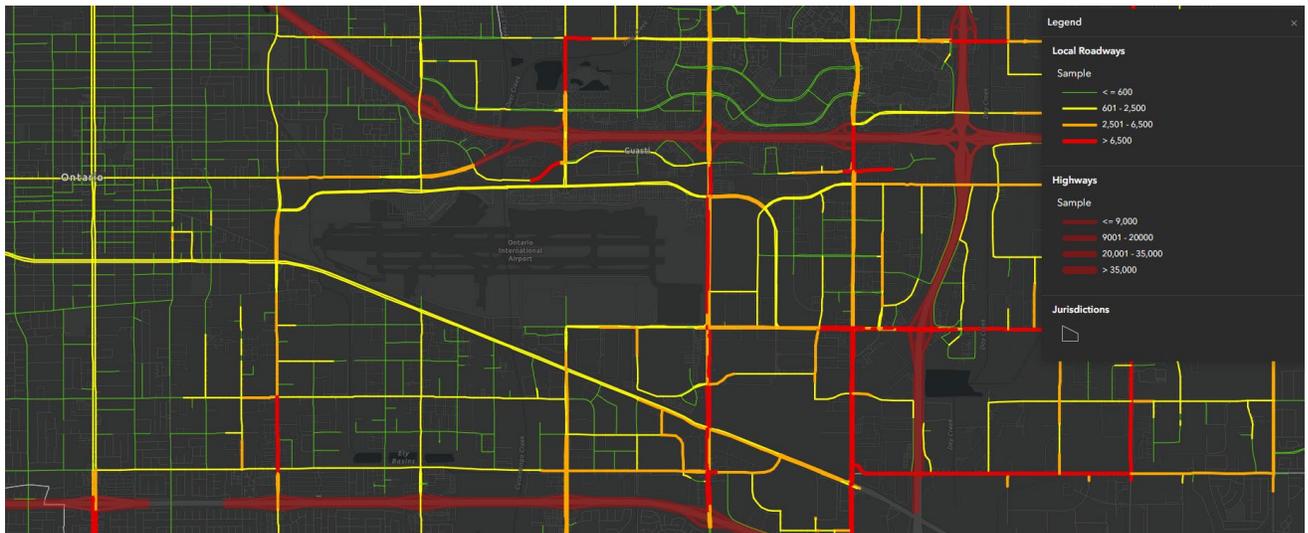


Figure 1. Heavy-duty truck sample observations in the City of Ontario

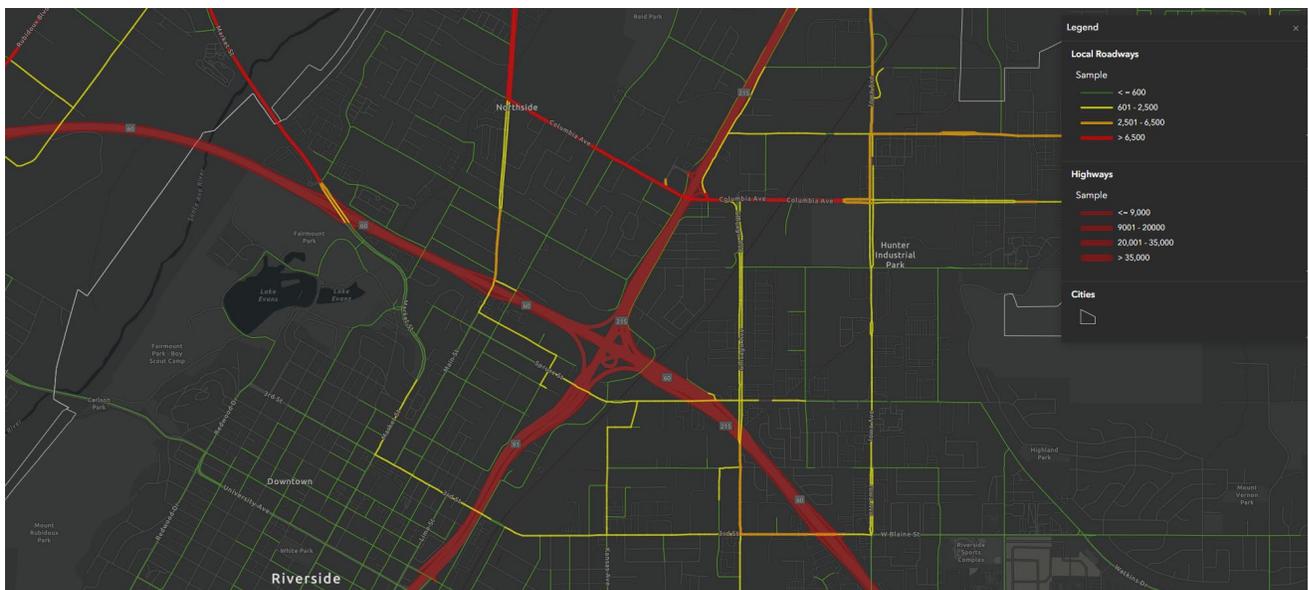


Figure 2. Heavy-duty truck sample observations in the City of Riverside

Charts

Charts can also support visualizing temporal trends and zone or corridor comparisons. Charts often complement map-based visualizations by providing supporting metrics on truck behavior. **Line charts**

can highlighting hourly or daily patterns in truck volumes or speeds, revealing peak freight periods.

Bar charts can be used to effectively rank corridors, OD pairs, or zones by metrics such as trip count or travel time. Stacked bar charts can break down truck activity by vehicle class or industry type.

Histograms or box plots are useful for understanding variation and outliers in metrics like speed and stop duration on specific corridors. Charts are also able to be included on web maps and dashboards.

Appendix C. Municipal Code Guidance

AB 98 Zoning Guidance

May 2025

Prepared by:

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Los Angeles, CA 90015



AB 98 Zoning Considerations

Things to Know About AB 98

The following is a brief list of “things to know” about AB 98 ahead of updating your jurisdiction’s zoning regulations. Some items will be reminders from the previous meeting.

- AB 98 provides crucial definitions for “logistics uses” and “sensitive receptors.”
- AB 98 uses the threshold of 250,000 square feet to regulate logistics uses (i.e., logistics uses under and over 250,000 square feet are regulated differently).
- AB 98 is expected to be amended.
- Special zoning regulations apply to jurisdictions within the warehouse concentration region. In the checklist, “warehouse concentration region” will be highlighted and bolded in **RED**. Warehouse concentration region includes:
 - Unincorporated Riverside County
 - Unincorporated San Bernardino County
 - City of Chino
 - City of Colton
 - City of Fontana
 - City of Jurupa Valley
 - City of Moreno Valley
 - City of Ontario
 - City of Perris
 - City of Rancho Cucamonga
 - City of Redlands
 - City of Rialto
 - City of Riverside
 - City of San Bernardino
- AB 98 only applies to logistics uses that have sensitive receptors within 900 feet of the loading bay.
- AB 98 does not apply to logistics use developments that are mixed-use developments that may create sensitive receptors on the site of the new logistics use development.
- AB 98 zoning regulations apply to all jurisdictions beginning January 1, 2026.

AB 98 Conflict and Implementation Checklist

The checklist below is a to-do list for reviewing your jurisdiction’s zoning regulations in light of new standards under AB 98. **The goal of this checklist is to ensure local zoning regulations do not conflict with AB 98 and to implement or refer to AB 98 regulations.**

AB 98 CONFLICT AND IMPLEMENTATION CHECKLIST

Define “logistics use” per the definition under AB 98.

The AB 98 definition of “logistics use” is found below and in California Government Code §65098(d).

“Logistics use” means a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. “Logistics use” does not include any of the following:

- (1) Facilities where food or household goods are sold directly to consumers and are accessible to the public.
- (2) A building primarily served by rail to move cargo goods or product.
- (3) (A) A Strategic Intermodal Facility.
(B) For purposes of this subdivision, “Strategic Intermodal Facility” means a project that satisfies all of the following requirements:
 - i. Logistics facilities, including warehousing and transloading facilities, served by rail.
 - ii. Intermodal freight transport services.

Complete one of the following as appropriate:

- **Add** AB 98 definition for “logistics uses” in your local zoning regulations / **Edit** existing zoning code definition of “logistics uses” to match AB 98; OR
- Add **reference** stating that “logistics use” is defined in accordance with AB 98 (California Government Code §65098(d)).

Note: This definition may change in the future. If you choose to add the definition directly to the zoning code, it may be best to add that the Government Code definition supersedes.

AB 98 CONFLICT AND IMPLEMENTATION CHECKLIST



Define “sensitive receptor” per the definition under AB 98.

The AB 98 definition of “sensitive receptor” is found below and in California Government Code §65098(e).

“Sensitive receptor” means one or more of the following:

- (1) A residence, including, but not limited to, a private home, apartment, condominium unit, group home, dormitory unit, or retirement home.
- (2) A school, including, but not limited to, a preschool, prekindergarten, or school maintaining kindergarten or any of grades 1 to 12, inclusive.
- (3) A daycare facility, including, but not limited to, in-home daycare.
- (4) Publicly owned parks, playgrounds, and recreational areas or facilities primarily used by children, unless the development of the park and recreation areas are included as a condition of approval for the development of a logistics use.
- (5) Nursing homes, long-term care facilities, hospices, convalescent facilities, or similar live-in housing.
- (6) Hospitals, as defined in Section 128700 of the Health and Safety Code.

Edit Zoning Code definition to match AB 98 or ensure logistics uses are regulated using the AB 98 definition of “sensitive receptor.”

Complete one of the following as appropriate:

- **Add** AB 98 definition for “sensitive receptor” in your local zoning regulations / **Edit** existing zoning code definition of “sensitive receptor” to match AB 98; OR
- Add **reference** stating that “sensitive receptor” is defined in accordance with AB 98 (California Government Code §65098(e)).

Note: This definition may change in the future. If you choose to add the definition directly to the zoning code, it may be best to add that the Government Code definition supersedes.

AB 98 CONFLICT AND IMPLEMENTATION CHECKLIST

Ensure local regulations create no conflict in regulating logistics uses based on square footage.

AB 98 regulates logistics uses larger or smaller than 250,000 square feet differently. Because of this, local zoning that regulate logistics uses by a square footage threshold other than 250,000 square feet will conflict with AB 98 standards and cause complications in implementation. Jurisdictions must ensure that these regulations do not conflict with AB 98.

It may be easier to remove any square footage threshold that is not 250,000 square feet.

Require 2-to-1 replacement housing and/or rental assistance when appropriate.

Local jurisdictions must condition approval of logistics uses on the following:

- 2-to-1 replacement of any demolished housing unit that was occupied within the last 10 years¹ prior to purchase by the developer.
 - For each housing unit demolished (regardless of market value of the unit) 2 units of affordable housing for persons and families of low or moderate income ² that are deed-restricted shall be built within the jurisdiction.
 - Funds from any fee imposed for the replacement of demolished housing units shall be placed in a housing-specific set-aside account and shall be used for housing within three years of collection.
- If residential dwellings are affected through purchase, the developer shall be required to provide any displaced tenant with an amount equivalent to 12 months' rent at the current rate.

¹ Unless the housing unit was declared substandard by a building official, pursuant to Section 17920.3 of the Health and Safety Code

² As defined in Section 50093 of the Health and Safety Code.

Complete one of the following as appropriate:

- **Add** this AB 98 housing replacement/assistance requirement / **Edit** existing zoning code housing replacement/assistance requirement; OR
- Add **reference** to this housing replacement/assistance requirement (California Government Code §65098.6).

AB 98 CONFLICT AND IMPLEMENTATION CHECKLIST

Set back truck loading bays per AB 98.

Truck loading bays must be set back 300-500 feet from sensitive receptors depending on size and zoning. You can decide to add these if you do not currently have any in your zoning regulations. Otherwise, simply add a reference to AB 98.

All logistics uses must orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors to the extent feasible. In addition, the following regulations apply:

Truck Loading Bay Location Restrictions			
Logistics Use Type	Site Type (Zone)	Truck Loading Bay Location	Reference
250,000 square feet or more	Site zoned for industrial use (or recently rezoned industrial) ¹	Min 300 ft from property line of nearest sensitive receptor to the nearest truck loading bay opening (using a direct straight-line method)	CA Gov't Code §65098.1(a)
	Site not zoned industrial / needs to be rezoned	Min 500 ft from property line of nearest sensitive receptor to the nearest truck loading bay opening (using a direct straight-line method)	CA Gov't Code §65098.1(b)
All sizes in WAREHOUSE CONCENTRATION REGION	Site not zoned industrial / needs to be rezoned	Min 500 ft from property line of nearest sensitive receptor to the nearest truck loading bay opening (using a direct straight-line method)	CA Gov't Code §65098.1(c)
Less than 250,000 square feet	Site zoned for industrial use (or recently rezoned industrial) ¹	n/a	CA Gov't Code §65098.1(d)

¹ Any site where an application to rezone to industrial was submitted to the jurisdiction by September 30, 2024. Only relevant for rezones that were ultimately approved.

Complete one of the following as appropriate:

- **Add** these truck loading bay location restrictions to your local zoning regulations / **Edit** existing zoning code truck loading bay location restrictions; OR
- Add **reference** to these requirements (see California Government Code references above).

AB 98 CONFLICT AND IMPLEMENTATION CHECKLIST



Regulate truck entrance, exit, and internal circulation location as appropriate.

Truck entrances, exits, and internal circulation are regulated depending on size and zoning. The following regulations apply:

Truck Entrance, Exit, and Internal Circulation Requirements			
Logistics Use Type	Land Type	Location Requirements	Reference
250,000 square feet or more	Site zoned for industrial use (or recently rezoned industrial) ¹	Require entry gates into the loading truck court to be positioned after a min of 50 feet of total available stacking depth inside the property line ²	CA Gov't Code §65098.1(a) & §65098.2.5
	Site not zoned industrial / needs to be rezoned	Require a separate entrance for heavy-duty trucks ³	CA Gov't Code §65098.1(b) & §65098.2.5
All sizes in WAREHOUSE CONCENTRATION REGION	Site not zoned industrial / needs to be rezoned	Locate entry, exit, and internal circulation away from sensitive receptors Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line	CA Gov't Code §65098.1(c) & §65098.2.5
Less than 250,000 square feet	Site zoned for industrial use (or recently rezoned industrial) ¹		CA Gov't Code §65098.1(d) & §65098.2.5

¹ Any site where an application to rezone to industrial was submitted to the jurisdiction by September 30, 2024. Only relevant for rezones that were ultimately approved.

² The stacking depth shall be increased by 70 feet for every 20 loading bays beyond 50 loading bays, to the extent feasible.

³ Accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

Complete one of the following as appropriate:

- **Add** these truck entrance, exit, and internal circulation location restrictions to your local zoning regulations / **Edit** existing zoning code truck entrance, exit, and internal circulation location restrictions; OR
- Add **reference** to these requirements (see California Government Code references above).

AB 98 CONFLICT AND IMPLEMENTATION CHECKLIST



Require buffers for new logistics uses within 900 feet of a sensitive receptor.

AB 98 requires buffers for any new facility within 900 feet of a sensitive receptor as follows:

Logistics Use Buffers				
Logistics Use Type	Land Type	General Buffer Requirement	Special Buffer Requirement, Min Width	Reference
250,000 square feet or more	Site zoned for industrial use (or recently rezoned industrial) ¹	Buffer area shall include: <ul style="list-style-type: none"> A solid decorative wall, landscaped berm and wall, or landscaped berm 10 feet or more in height; Drought tolerant natural ground landscaping with proper irrigation, and Solid-screen buffering trees ¹ 	50 feet ¹	CA Gov't Code §65098.2
	Site not zoned industrial / needs to be rezoned		100 feet ¹	
All sizes in WAREHOUSE CONCENTRATION REGION	Site not zoned industrial / needs to be rezoned		100 feet ¹	
Less than 250,000 square feet	Site zoned for industrial use (or recently rezoned industrial) ¹		50 feet ¹	

¹ Trees shall be used as part of a solid-screen buffering treatment and planted in two rows along the length of the property line adjacent to the sensitive receptor. Trees used for this purpose shall be evergreen, drought tolerant, to the extent feasible, composed of species with low biogenic emissions, of a minimum 36-inch box size at planting, and spaced at no greater distance than 40 feet on center. Palm trees shall not be utilized.

² Measured from the property line of all adjacent sensitive receptors that fully screen the project from the sensitive receptor.

Complete one of the following as appropriate:

- Add** these buffer requirements to your local zoning regulations / **Edit** existing zoning code buffer requirements; OR
- Add **reference** to these buffer requirements (see California Government Code references above).

AB 98 CONFLICT AND IMPLEMENTATION CHECKLIST



Require 10% of passenger vehicle spaces for large logistics uses to be installed with electric vehicle stations.

AB 98 requires that every “Tier 1 21st Century warehouse” must have a minimum of “10 percent of all passenger vehicle parking spaces installed with electric vehicle stations.”

This requirement is contained in the definition of Tier 1 21st Century Warehouse.¹ This term, as a general rule of thumb, means a logistics use that is 250,000 square feet or larger.

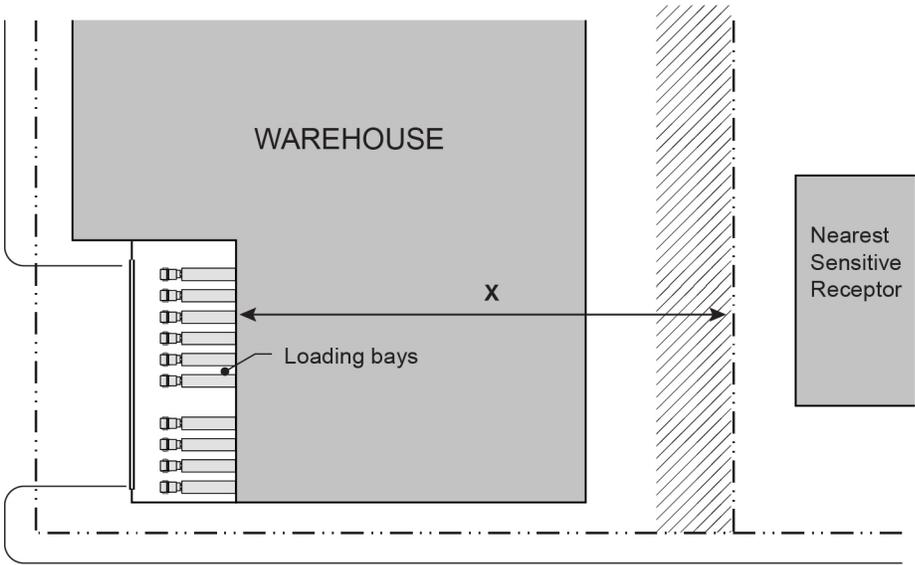
¹ *California Government Code §65098(g)(6).*

Complete one of the following as appropriate:

- **Add** this EV charging station requirement for all logistics uses 250,000 square feet or more / **Edit** any existing zoning code EV charging stations requirements that conflict with AB 98; OR
- Add **reference** to these EV charging station requirements (see California Government Code references\ above).

Graphic 1

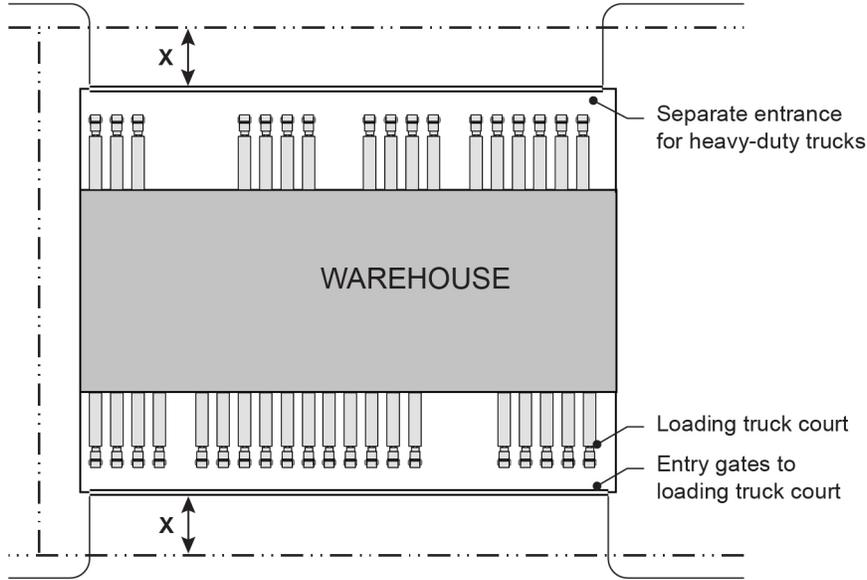
Setbacks for Truck Loading Bays



X = Min. 300 ft where warehouse is $\geq 250,000$ sq ft and zoned for industrial use;
 Min. 500 ft where warehouse site is $\geq 250,000$ sq ft and not zoned for industrial use *or* is any size and located in the Warehouse Concentration Region

Graphic 2

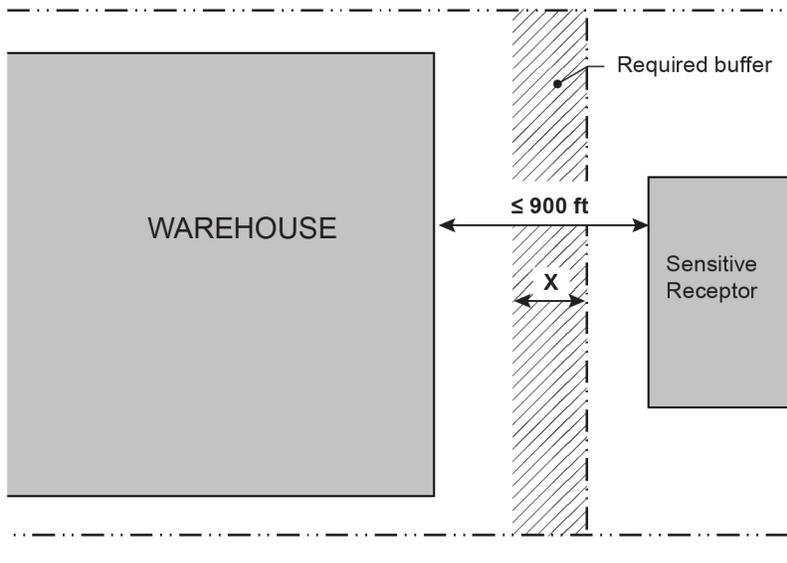
Entry Gate Location (Cross Docking Example)



X = Min. 50 ft for <70 loading bays;
 Min. 120 ft for 70-89 loading bays;
 Min. 190 ft for 90-109 loading bays; etc.

Graphic 3

Buffering from Sensitive Receptors



X = Min. 100 ft where warehouse is $\geq 250,000$ sq ft and not zoned for industrial use or is any size and located in the Warehouse Concentration Region;
Min. 50 ft in all other cases

Colton AB 98 Project_Addendum

ATTACHMENT 4

EIR ADDENDUM

**ADDENDUM TO THE CITY OF COLTON
GENERAL PLAN ENVIRONMENTAL IMPACT REPORT –
MINOR GENERAL PLAN AMENDMENT
AB 98 MOBILITY ELEMENT UPDATE**

**Prepared for:
The City of Colton Planning Department**

**City of Colton
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**Prepared by:
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November 2025

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1.0 INTRODUCTION

This document is an addendum (Addendum) to the City of Colton General Plan Update: Land Use, Housing, and Mobility Final Environmental Impact Report (SCH No. 20122031037) (as used herein, the General Plan EIR), prepared in accordance with the California Environmental Quality Act and its implementing guidelines and regulations (CEQA). This Addendum was prepared by Meridian Consultants and reviewed by the City of Colton Community Development Department, serving as the Lead Agency for the proposed Project, as defined in CEQA Guidelines Sections 15050–15051. The Lead Agency is defined as the agency with primary responsibility for approving and carrying out the proposed project (the proposed Project).

The following information is provided in this Introduction: 1) the principal requirements of CEQA; 2) 3.) a summary of the proposed General Plan Amendment to the City of Colton 2013 General Plan Mobility Element (Mobility Element), 4) a summary of Assembly Bill (AB) 98, 5) the purpose of this Addendum in relation to the certified General Plan EIR; 6) the standards for adequacy of an addendum to an EIR pursuant to the State CEQA Guidelines; and 7) a description of the format and content of this Addendum. Following this introductory information is an analysis of the Mobility Update, which provides conclusive evidence that all potentially significant environmental effects of the proposed Project were previously adequately analyzed in the General Plan EIR.

The purpose of the City’s Mobility Element is to bring the City into compliance with the recent legislation and its impact upon cities and counties located within a Warehouse Concentration Region (WCR), as defined in Government Code Section 65098, which states, “‘Warehouse concentration region’ includes the Counties of Riverside and San Bernardino and the Cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino. As such, the City of Colton City Council is required to approved and adopt regulations to be in compliance with AB 98.

AB 98 introduces specific requirements for assigning truck routes and adopting them into the Circulation Element (Transportation and Mobility Element) of the General Plan. The City must adopt the following Truck Route Requirements:

- Truck Routes must be adopted by January 1, 2026, in the Warehouse Concentration Region (WCR) which includes the City of Colton.
- Truck Routes must maximize the use of major highways and only utilize commercial roads when necessary.
- Truck Routes will be provided in a Geographic Information System (GIS) format and will be made publicly accessible.
- Conspicuous signage will be installed to identify truck routes, truck parking, and appropriate idling locations.
- The City must provide opportunities for public input and participation.

1.0-INTRODUCTION

1.1 PROJECT BACKGROUND AND SUMMARY OF THE CITY OF COLTON GENERAL PLAN EIR

Colton traces its beginnings to its founding as a railroad town. The original town of Colton, with its classic grid street network that is still evident today, was laid out when the Southern Pacific Railway (now Union Pacific) was constructed through the San Bernardino Valley on its way eastward from Los Angeles in 1875. The area around Colton was selected for a train stop instead of the City of San Bernardino due to the direct location of the town on the planned route. In fact, Colton was named for David Douty Colton, then Vice President of the Southern Pacific Railroad Company.

While the railroad defined the shape of early Colton, construction of Interstate 10 in 1957 bisected the City. Interstate 10 and later Interstate 215, opened in 1963, linked Colton by roadway to the region and the nation, but the freeways created divides that made it difficult for residents and employees of local businesses to move across town. With this Mobility Element, the City looks to re-establish connections to bind the community together again, even as large-scale improvements to rail lines and freeways proceed.

In 2013, the City of Colton (City) has completed an update of its General Plan, to establish a vision and guiding policies to shape and manage long term growth in the Colton planning area, which is referred to as the “General Plan Update” and is the subject of this Environmental Impact Report. The proposed General Plan Update is a long range planning program, to guide the orderly growth and development of the Colton planning area over the long-term. It is intended to communicate the City’s vision of its future and to establish a policy framework to govern decision-making concerning the physical development of the community, including assurances that the community at large will be supported by an adequate range of public services and infrastructure systems.

The General Plan Update include the City’s Mobility Element which establishes long-term goals and policies designed to improve the local transportation system and create options for residents to move about the City. The Mobility Element balances the need for efficient traffic operations with the desire to maintain Colton as a safe and attractive community, one with walkable neighborhoods, successful business districts, and distinctive streets. key transportation corridors—such as Mount Vernon Avenue and Valley Boulevard—must be able to accommodate new development and complement regional transportation while meeting local mobility needs. Policies in the Mobility and Land Use Elements together shape the overall physical structure and form of Colton.

1.0-INTRODUCTION

1.2 PROJECT SUMMARY

The City of Colton proposes to update its 2013 General Plan Mobility Element to comply with Assembly Bill 98 (AB 98) passed on September 30, 2024, and the subsequent cleanup legislation, Senate Bill 415 (SB 415) passed on October 3, 2025. This legislation introduces significant changes to how California regulates logistics uses defined as facilities in excess of 250,000 square feet that are primarily used for the handling, storage, and distribution of goods. A key component of the legislation is the requirement for cities designated by the legislation as warehouse concentration region jurisdictions to designate truck routes that are consistent with the requirements of the bill (codified as Section 65302.02 of the Government Code) and incorporate the routes into the General Plan before January 1, 2026. This will supplement the City's recent work in updating the City Zoning Code that resulted in the adoption of Ordinance O-01-23, adopted on February 21, 2023, amending various sections of Title 18 (Zoning Code) and providing new definitions, permitted uses, and Special Provisions which provide added standards for all City Industrial zones related to truck and trail storage uses, general warehouses, and warehouse logistics and distribution projects.

The City must consider the following when updating the truck routes:

- Ensure efficient and safe routes for goods movement
- Maximize the use of freeways, highways, and major roadways (arterials/collectors fronted by commercial/industrial uses)
- Minimize exposure of sensitive receptors as defined by Section 65098(e)
- Make a diligent effort to achieve public participation of all economic segments of the community

The proposed project would revise the City's Mobility Element to include updated truck route designations, goals, and policies in compliance with the legislation.

1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA is a Statewide environmental law codified in the California Public Resources Code §§ 21000-21 177. CEQA applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. CEQA requires that public agencies analyze and acknowledge the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts to the environment when avoidance or reduction is feasible. The CEQA compliance process also gives other public agencies and the general public an opportunity to comment on a proposed Project's environmental effects.

1.0-INTRODUCTION

1.4 CEQA STANDARDS FOR AN ADDENDUM

When a General Plan EIR has been certified for a project, the California Environmental Quality Act (CEQA) and the State CEQA Guidelines define standards and the procedure for additional environmental review. Sections 15162–15164 of the State CEQA Guidelines define the standards for determining the level of additional environmental review required when an EIR has been certified for a project.

Pursuant to Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

1.0-INTRODUCTION

Under Section 15164 of the State CEQA Guidelines, when an EIR has been prepared and certified, and new information becomes available, it is appropriate to prepare an addendum to the EIR when only minor or technical additions or changes to an EIR are required. The changes to the EIR are considered minor if the new information being addressed does not result either in the identification of any new significant impacts or a substantial increase in the severity of significant impacts previously identified in the EIR. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

1.0-INTRODUCTION

1.5 CONTENT AND ORGANIZATION OF THIS ADDENDUM

This Addendum is an addendum to the certified City of Colton’s 2013 General Plan EIR for the proposed Mobility Element Update. This Addendum was prepared to provide information regarding the potential effects associated with implementation of the proposed Project. Section 15161 of the State CEQA Guidelines states that a project EIR, “should focus primarily on the changes in the environment that would result from the development project.” In addition, a project EIR must “examine all phases of the project including planning, construction, and operation.” This Addendum provides the environmental information necessary for the City to consider the environmental effects of the proposed Project prior to considering approval of the proposed discretionary actions.

The City determined that an Addendum should be prepared, rather than a Supplemental or Subsequent EIR, based on the following facts:

- The proposed Project would not require “major revisions” to the certified General Plan EIR since the proposed Project would not involve any substantial increases in the severity of the previously identified significant impacts, nor would it involve any new significant impacts not previously addressed. The effects of the proposed Project would occur within portions of the Project Site that were previously evaluated for physical impacts, and no new significant on-site or off-site impacts would occur.
 - No substantial changes in circumstances under which the proposed Project is undertaken would occur that would require major revisions of the certified General Plan EIR due to the occurrence of new significant environmental effects or a substantial increase in the severity of previously identified effects; and
 - No new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was prepared and certified shows any of the following:
 - The proposed Project would have one or more significant effects not discussed in the General Plan EIR;
 - Significant effects previously examined would be substantially more severe than shown in the General Plan EIR;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the proposed Project, but the project proponents decline to adopt the mitigation measure or alternative;
- or

1.0-INTRODUCTION

- Mitigation measures or alternatives that are considerably different from those analyzed in the General Plan EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Overall, the proposed Project would result in impacts that are equal to those already addressed in the General Plan EIR. As demonstrated in this Addendum, changes proposed as part of the proposed Project would not generate new significant impacts or substantially increase the severity of impacts to the environment as compared to impacts that were evaluated and disclosed as part of the General Plan EIR.

A transportation analysis was conducted to identify changes to the 2016 truck routes. This technical analysis did not identify any new impacts or substantial increases in impacts to the environment beyond that which was disclosed in the General Plan EIR.

Based on these facts, the City, acting as Lead Agency, determined that this Addendum to the previously certified General Plan EIR would be prepared for the proposed Project. The analysis of the proposed Project in this Addendum supports the conclusion that revising the City of Colton 2016 Truck Routes and updating the 2013 Mobility Element will neither result in any new significant impacts nor any substantial increase in the severity of any of the significant impacts identified in the certified General Plan EIR. Additionally, no new information of substantial importance has been identified that indicates the Project as currently proposed would result in any new significant impacts nor any substantial increase in the severity of the significant impacts identified in the General Plan EIR.

This Addendum incorporates several main topics within the document: 1) an update to the environmental information in the General Plan EIR, 2) provides an analysis of the impacts of the proposed Project, and 3) presents a comparison of the environmental impacts of this proposal with the impacts identified in the Certified EIR.

This Addendum provides a summary of impacts identified in the General Plan EIR, followed by an analysis of the proposed Project and a comparison with the impacts identified in General Plan EIR and Mobility Element.

2.0 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The proposed Project is located throughout most of the City of Colton, as it includes certain streets that large trucks (e.g., Big Rigs, Tractor-Trailers, or 18-wheelers) are authorized to drive on as they enter and exit from they deliver their goods to the various businesses within the City. Generally, the Project is adjacent and south of Mills St. (located at the most northerly portion of the City. The Project extends to the southern part of Colton by way of Riverside Ave. and La Cadena Dr. The Project also extends to the westerly portion of the City by using Valley Blvd. and Auga Manza Rd. and to the west part of the City by way of Barton Rd. and Fairway Dr.

Since the City updated the authorized Truck Route Plan in 2016, the Project is currently in operation; more specifically, there are trucks that currently utilize the existing truck routes and will continue to use the City authorized truck routes. For purposes of the Project Location, the Project boundary is the same as the City's Municipal Boundary as truck operations are mobile, so the Project has the potential to affect the environment of the entire City.

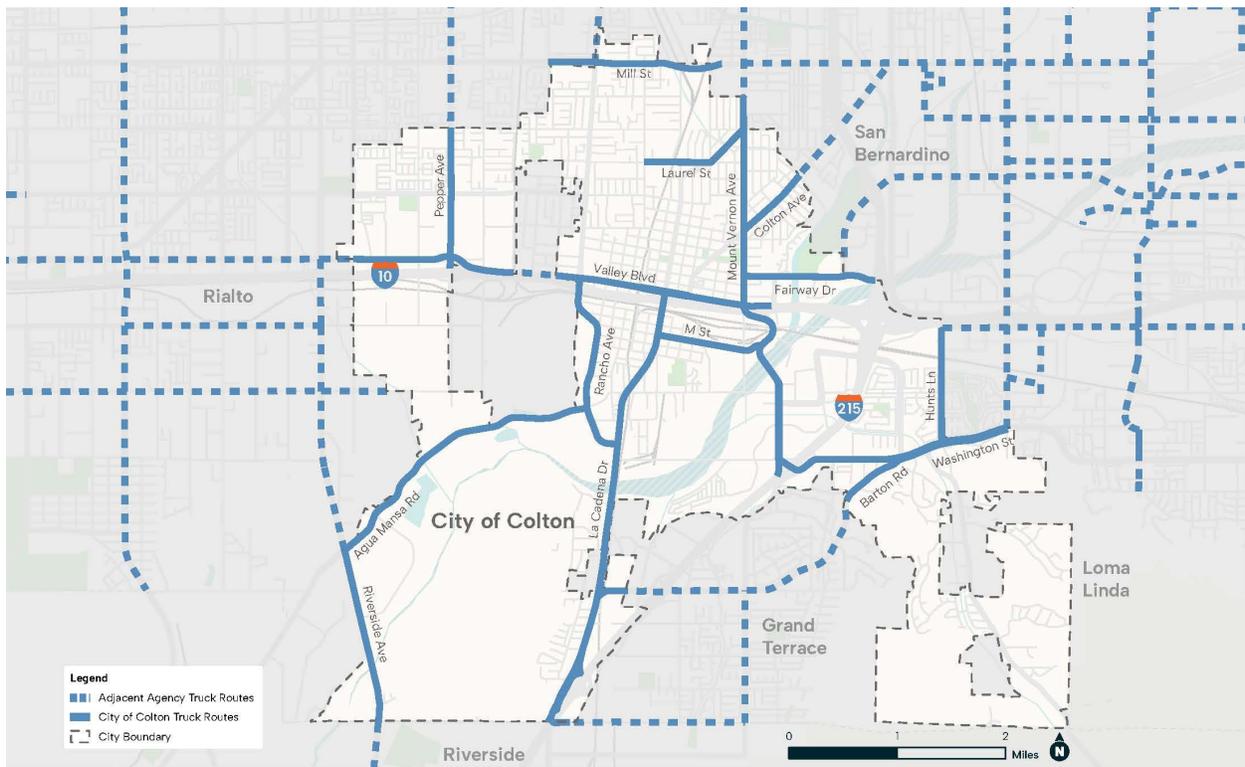
The roads identified on the 2016 Truck Route Plan are identified below:

- Mills St. (from N Rancho Ave to N 8th St.)
- Laurel St (from N La Cadena Dr to Mount Vernon Ave.)
- Mount Vernon Ave (rom Valley Blvd to W Rialto Ave.)
- Valley Blvd (from Pepper Ave to Mount Vernon Ave.)
- Colton Ave (from Mount Vernon Ave to W Rialto Ave)
- Rancho Ave (from N Rancho Ave to N 8th St.)
- M St (from La Cadena Dr to Mount Vernon Ave.)
- Fairway Dr (from Mount Vernon Ave to I-215 freeway)
- Barton Rd (from Lytle-Warm Creek to City of Grand Terrace / Colton boundary.)
- Washington St (from Reche Canyon Rd to S Waterman Ave)
- Hunts Ln (from E Washington St to W Redlands Blvd)
- La Cadena Dr (from Valley Blvd to the City of Riverside/Colton boundary)
- Pepper Ave (from Valley Blvd to Pepper Ave)
- Auga Mansa Rd (from Riverside Ave to Rancho Ave)
- Riverside Ave (from Auga Mansa Rd to Pellisier Rd)

The existing Truck Routes are also shown on **Figure 2.0-1, City of Colton Existing Truck Routes.**

Figure 2.0-1

City of Colton Existing Truck Routes



City of Colton Existing Truck Routes

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2.0-ENVIRONMENTAL SETTING

2.2 PROJECT DESCRIPTION

The Project proposes an amendment to the 2013 General Plan Update, update the 2013 Mobility Element, and update the 2016 City Truck Routes.

2.3 CITY REVIEW PROCESS

The proposed Project was reviewed in detail by City staff, including, but not limited to, staff from the City of Colton Public Works. The City has primary approval responsibility for the proposed Project. As such, the City is serving as the Lead Agency pursuant to State CEQA Guidelines Section 15050.

The City of Colton Planning Commission will consider the proposed General Plan Amendment and Mobility Element Update. The Planning Commission will recommend to the City of Colton City Council whether to approve or deny approval of the proposed Project.

The City Council will then consider the information contained in the Final EIR Addendum for the proposed Project in its decision-making processes and will approve or deny approval of the proposed Project and will also make findings relative to the environmental effects of the proposed Project.

2.4 LAND USE

The Project is an amendment to the City's General Plan, as such the Project impacts all Land Use Designations in the City¹

2.5 LANDFORM AND GEOGRAPHY

Colton lies on the broad, relatively flat floor of the San Bernardino Valley, a portion of the larger Inland Valley bounded by surrounding mountain ranges. Elevations generally range from 900 to 1,200 feet above mean sea level (MSL). The City's terrain is gently sloping, to the south and southwest, following the natural drainage patterns toward the Santa Ana River. On the City's northern and eastern edges have slightly less slope near the foothill areas that transition toward the San Bernardino Mountains. The Santa Ana River traverses from the northeast to the southwest.

¹ City of Colton General Plan Update (2013), Land Use Element Figure LU-6, Page 23.

2.0-ENVIRONMENTAL SETTING

2.6 RELATED PROJECTS

Section 15130 of the State CEQA Guidelines requires that cumulative impacts are to be discussed where they are considered significant. It further states that the discussion of cumulative impacts reflects the severity of the impacts and their likelihood of occurrence, but that it does not need to be in as great level of detail as provided for the Project alone. Cumulative impacts are defined by Section 15355 to be “...two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts.” Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The State CEQA Guidelines (Section 15130 (b)(1)) further state that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

- (A) A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- (B) A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impact analyses contained in the various topical sections of Section 5.0: Environmental Impact Analysis, considers related projects in the County. In addition, the projections in the City’s General Plan are used in the assessment of potential cumulative impacts, where appropriate, as well as related projects in proximate jurisdictions such as the City of Rialto, City of Grand Terrace, City of Riverside, and the unincorporated Riverside County.

The analysis of traffic impacts in the study area was conducted using the San Bernardino Transportation Analysis Model (SBTAM). The SBTAM was developed in order to simplify the complex traffic patterns and public road networks as they relate to socioeconomic data, driver behavior, and goods movement. SBTAM is used to predict where traffic flow will occur as the population grows and changes. RIVCOM includes the 2020 SCAG RTP/SCS growth projections with updated 2019 base year and 2045 future year land use assumptions.

The following pending and approved **Table 2.0-1 Capital Improvement Projects** are included in the cumulative impact analysis:

2.0-ENVIRONMENTAL SETTING

Table 2.0-1

City of Colton
Public Works Department -Engineering Division
Capital Improvement Program (CIP) Project List for FY 25/26

No.	Project Title/Location/Scope of Work	Project Cost	Funding Source	Schedule/Status
Multi-Year Carryover Projects:				
1	Barton Road Bridge over UPRR Track Removal Project	\$ 3,562,480.00	Federal/Local	01/2019 - 06/2027; Right of Way Phase
2	Mt.Vernon Ave. over UPRR Bridge Widening Project	\$ 25,095,000.00	Federal/Local	07/2015 - 12/2027; Right of Way Phase
3	La Cadena Drive over Santa Ana River Bridge Replacement Project	\$ 27,535,000.00	Federal/Local	07/2015 -12/2027; Right of Way Phase completed, redesign of abutments
4	Reche Canyon Road Extension to Hunts Lane	\$ 4,166,000.00	Federal/Local	01/2020 - 12/2027; P.E. Phase
5	West Colton Biketrail - Cycle 4 ATP	\$ 2,820,000.00	State/Local	07/2019 - 12/2025; construction phase
6	Agua mansa Rd. Bridge over Rialto Channel Bridge Widening Project (Partially funded by TIF and Development Fair Share)	\$ 3,421,778.00	TIF/Fair Share	7/2021 - 12/2026; on-hold/no funding to complete design and construction
7	Barton Bridge over BNSF Track Widening/Improvement	\$ 22,000,000.00	Local Fund=\$10M from DA	7/2024 - 12/2028; P.E Phase
8	Mt. Vernon Bridge over Santa Ana River Seismic Retrofit	\$ 3,500,000.00	Federal/Local	1/2022 - 12/2026; PE Phase
9	West Colton Bikelane Project	\$ 2,150,000.00	State/Local	const.phase on-going, completion by Dec. 2025
10	San Bernardino Ave. Street Improvement	\$ 460,000.00	MI/Host City fee	Out for bid/estimated completion by Dec. 2025
11	South La Cadena Drive Bikelane Project	\$ 320,000.00	TDA/Art. 3	const. on-going, completion by Dec. 2025
12	Colton Ave. Biketrail Improvement	\$ 575,000.00	Local/ARPA	const. on-going, completion by Dec. 2025
13	Installation of Traffic Signal at Meridian/San Bernardino Ave./Olive Ave. (Design and Construction)	\$ 400,000.00	Measure I/TIF	Out for Bid - completion by June 2026
14	New Traffic Signal - New Traffic Signal at 7th St & Valley	\$ 400,000.00	Measure I/TIF	PSE completed, est. completion by Dec. 2026
15	Traffic Signal Upgrade - Traffic Signal Upgrade - La Cadena/Bordwell/Laurel	\$ 300,000.00	Measure I/TIF	PSE completed, est. completion by Dec. 2026
16	Traffic Signal Modification - Colton Ave/Mt. Vernon Ave.	\$ 200,000.00	Measure I/TIF	PSE completed, est. completion by Dec. 2026
16	Traffic Signal Modification - Cooley/Old Ranch Road	\$ 400,000.00	Measure I/TIF	PSE completed, est. completion by Dec. 2026
Carry-over Projects from Fiscal Year 2024/2025				
1	Pavement Rehabilitation: Pepper Ave. – Randall Ave. to Violet St. including drainage improvement	\$ 536,540.00	SB-1	const. on-going, completion by Sept. 2025
2	Pavement Rehabilitation: Shasta Drive/Scenic Drive – Mt. Vernon Ave. to East end	\$ 281,923.00	SB-1	const. on-going, completion by Sept. 2025
3	Pavement Rehabilitation: Laurel St. – Grand Ave. to Pennsylvania Ave.	\$ 324,598.00	SB-1	const. on-going, completion by Sept. 2025
4	Pavement Rehabilitation: Fairview Ave. – Hillcrest Ave. to Grant Ave.	\$ 54,643.00	SB-1	const. on-going, completion by Sept. 2025
5	Pavement Rehabilitation: K Street- 3rd St. to 5th St.	\$ 101,970.00	SB-1	const. on-going, completion by Sept. 2025
6	Pavement Rehabilitation: South La Cadena Dr. – I-215 on Ramp to 275 north	\$ 21,375.00	SB-1	const. on-going, completion by Sept. 2025
7	Pavement Rehabilitation: D Street – 9th St. to La Cadena Drive	\$ 56,383.00	SB-1	const. on-going, completion by Sept. 2025
8	Pavement Rehabilitation: Cooley Drive (West end to Ashley Way)	\$ 403,608.00	Measure I	const. on-going, completion by Sept. 2025
9	Pavement Rehabilitation: Olive Ave. (La Cadena to Bordwell)	\$ 101,160.00	Measure I	const. on-going, completion by Sept. 2025
10	Pavement Rehabilitation: Bordwell (Olive Ave. to Olive Ave.)	\$ 33,325.00	Measure I	const. on-going, completion by Sept. 2025
11	Pavement Rehabilitation: 11th. St. (M St. to O St.)	\$ 70,360.00	Measure I	const. on-going, completion by Sept. 2025
12	Pavement Rehabilitation: Randall Ave. (South side) - Pepper to West City Limit	\$ 147,753.00	Measure I	const. on-going, completion by Sept. 2025
13	Pavement Rehabilitation: Berkeley Ct.(Rosedale to West end)	\$ 44,505.00	Measure I	const. on-going, completion by Sept. 2025
14	Various Alley Paving	\$ 63,700.00	Measure I	const. on-going, completion by Sept. 2025

2.0-ENVIRONMENTAL SETTING

15	Pavement Rehabilitation: Rialto Ave. - Citrus Ave. to Johnston Ave.	\$ 99,085.00	Host City Fee	const. on-going, completion by Sept. 2025
16	Pavement Rehabilitation: Jantzen Dr. - Citrus Ave. to Johnston Ave.	\$ 92,488.00	Host City Fee	const. on-going, completion by Sept. 2025
17	Pavement Rehabilitation: Riverside Ave. - Citrus Ave. to Johnston Ave.	\$ 95,963.00	Host City Fee	const. on-going, completion by Sept. 2025
18	Pavement Rehabilitation: Virginia Dr. - Citrus Ave. to Johnston Ave.	\$ 92,390.00	Host City Fee	const. on-going, completion by Sept. 2025
19	City Hall Parking Paving Project	\$ 73,100.00	General Fund	const. on-going, completion by Sept. 2025
21	Alley Paving - bet. K St. and L St., 3rd St. to 4th St.	\$ 55,900.00	CDBG	PSE ongoing, est. completion by Mar. 2026
22	Sidewalk Repair Along East H St., Mt. Vernon to Sperry Dr.	\$ 54,507.00	CDBG	PSE ongoing, est. completion by Mar. 2026
23	Alley Paving - 3rd St. to 4th St., south of Valley Blvd.	\$ 52,000.00	CDBG	PSE ongoing, est. completion by Mar. 2026
24	Sidewalk Installation along East E St. at Chavez Park	\$ 123,000.00	CDBG	PSE ongoing, est. completion by Mar. 2026

Fiscal Year 2025/2026

1	Pavement Rehabilitation: Glenwood Ave. – Westwood St. to Wild Canyon Dr.	\$ 98,007.00	SB-1	09/2025 -03/2026
2	Pavement Rehabilitation: Westwood St. – Myrtlewood Ave. to Laurelwood Ave.	\$ 106,700.00	SB-1	09/2025 -03/2026
3	Pavement Rehabilitation: Agua Mansa Rd. (south side only) – 0.26 mi. west of Rancho Ave. to Walmart Dist. Center	\$ 127,050.00	SB-1	09/2025 -03/2026
4	Pavement Rehabilitation: Riverside Ave. (northbound only) – M. Bustamante to Bridge	\$ 133,650.00	SB-1	09/2025 -03/2026
5	Pavement Rehabilitation: Rancho Ave. – Valley Blvd. – I-10 WB on-off ramps	\$ 24,750.00	SB-1	09/2025 -03/2026
6	Pavement Rehabilitation: G St. – Rancho Ave. to West City limit	\$ 111,073.00	SB-1	09/2025 -03/2026
7	Pavement Rehabilitation: 10th St. – M St. to North end	\$ 60,926.00	SB-1	09/2025 -03/2026
8	Pavement Rehabilitation: Fogg St. – 5th St. to 8th St.	\$ 192,966.00	SB-1	09/2025 -03/2026
9	Pavement Rehabilitation: 8th St. – Fogg St. to Congress St.	\$ 118,187.00	SB-1	09/2025 -03/2026
10	Pavement Rehabilitation: J St. – 3rd St. to Pennsylvania Ave.	\$ 78,645.00	SB-1	09/2025 -03/2026
11	Pavement Rehabilitation: N St. – 9th St. to 12th St.	\$ 171,179.00	SB-1	09/2025 -03/2026
12	Pavement Rehabilitation: Olive St. – Rancho Ave. to City Limit at Grand Ave.	\$ 40,838.00	SB-1	09/2025 -03/2026
13	Pavement Rehabilitation: Skyview Dr – Mohave St. to End	\$ 146,440.00	SB-1	09/2025 -03/2026
14	Pavement Rehabilitation: Holly Ave. - Hillcrest Ave. to Grant Ave.	\$ 58,438.00	Measure I	09/2025 -03/2026
15	Pavement Rehabilitation: Monterey Ave. - Bothwell Ave. to Fairview Ave.	\$ 21,813.00	Measure I	09/2025 -03/2026
16	Pavement Rehabilitation: Miller Dr. - Laurel St. to North end	\$ 126,148.00	Measure I	09/2025 -03/2026
17	Hunts Lane/ Stewart/Harwick Traffic Signal (City of SB is the Lead Agency, total project cost is \$770,000)	\$ 385,000.00	Measure I/TIF	PSE ongoing; construction completion by Dec. 2026
18	Traffic Signal Installation - Fairway and Sperry Dr.	\$ 500,000.00	Measure I/TIF	10/2025 -03/2027
19	C Street Landscaping	\$ 180,000.00	Measure I	PSE ongoing; construction completion by Mar. 2026
20	Alley Paving - C St. and D St. east of Pennsylvania	\$ 50,000.00	CDBG	01/2026 - 08/2026
21	Alley Paving - 12th St. to 13th St., East G St. and East F St.	\$ 74,000.00	CDBG	01/2026 - 08/2026
22	Alley Paving - 12th St. to west end - between G St and F St.	\$ 74,000.00	CDBG	01/2026 - 08/2026
23	Sidewalk Repair - Area no. of Citrus, bet. Mt. Vernon & Bordwell	\$ 116,391.00	CDBG	01/2026 - 08/2026
24	FY 25/26 Citywide Sidewalk/ADA Improvement	\$ 437,806.00	Measure I	PSE ongoing, est. completion by Mar. 2026

2.0-ENVIRONMENTAL SETTING

2.7 SURROUNDING LAND USES

Uses surrounding the Project site include existing industrial uses, ranging from small, to medium warehouse buildings and logistic operations to large format buildings that serve a variety of operations.

2.8 INFRASTRUCTURE

The plan area contains unincorporated areas that are within the City's SOI and, thus, under the jurisdiction of the San Bernardino County General Plan. The San Bernardino County General Plan, adopted in 2007, guides land use decision-making in unincorporated sections of the County. Land use within the unincorporated portions of the plan area is governed by the County's General Plan. The San Bernardino County General Plan includes multiple goals and policies relating to unincorporated areas that serve as a coordination tool and guide to development and the local decision making process. The County General Plan includes policies related to land use, conservation, open space, circulation and infrastructure, seismic and safety, noise, economic development, and housing. The County General Plan allows for 1,172 dwelling units and 2,148,558 square feet of industrial use in the Colton SOI using the County's land use designations.

2.9 CIRCULATION

The circulation system consists not only of roadways but is considered a broad, multi-modal system designed to provide motorized and non-motorized forms of transportation to meet a variety of mobility needs. The existing circulation system within the planning area is described below in terms of pedestrian, bicycle, rail, automobile, and airplane transportation modes.

Roadways

The classification types for all roadways within the City of Colton are based on the current adopted General Plan Circulation Element of January 1993. The City currently designates roadways as one of four primary classifications according to function:

- Freeways
- Major Arterials
- Secondary Arterials
- Collectors

3.1 PROJECT BACKGROUND

California Assembly Bill 98 (AB 98). Meridian Consultants (Meridian) understands that the state legislature enacted AB 98, requiring that all cities and counties in a warehouse concentration region update their Circulation Element to include truck routes, as specified in Government Code Section 65302.02.

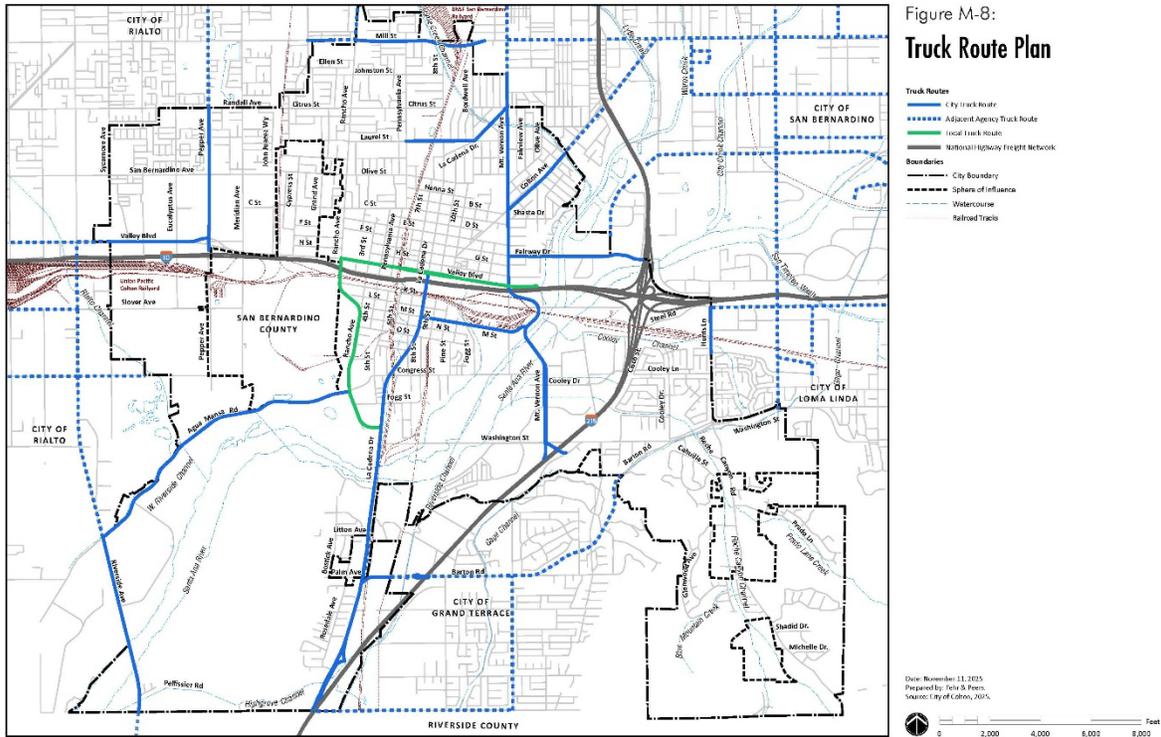
AB 98 requires the City to evaluate and update 2013 Mobility Element to include truck route designations that minimize adverse impacts on disadvantaged communities, while maintaining efficient goods movement throughout California. The bill requires consideration of environmental justice principles, air quality impacts, noise pollution, and community health outcomes when designating truck routes.

In 2013, the City adopted the current Mobility Element, as part of its General Plan Update, on August 20, 2013, per Resolution R-61-13 An Environmental Impact Report (EIR) was prepared and certified by City Council and the General Plan Update was adopted in 2013. In order to bring the Mobility Element into compliance with AB 98 a Minor Amendment to the City's General Plan must be completed prior to January 1, 2026. The Minor General Plan Amendment is considered a "Project" under the CEQA Guidelines Section 15060 and 15061 and is therefore subject to review under CEQA. Meridian will prepare the environmental documentation necessary to ensure that the Minor Amendment to the General Plan and Mobility Element Update, is approved by the City Council, on or before this date.

The proposed Truck Routes are also shown on **Figure 3.0-1, City of Colton Proposed Truck Routes**.

3.0-PROJECT DESCRIPTION

Figure 3.0-1 , City of Colton Proposed Truck Routes



3.0-PROJECT DESCRIPTION

3.1.1 GENERAL PLAN EIR (2013)

The proposed General Plan Update is a long range planning program, to guide the orderly growth and development of the Colton planning area over the long-term. It is intended to communicate the City's vision of its future and to establish a policy framework to govern decision-making concerning the physical development of the community, including assurances that the community at large will be supported by an adequate range of public services and infrastructure systems.

The General Plan Update would not authorize any specific development project or other form of land use approval or any kind of public facilities or capital facilities expenditures or improvements. As such, a Program EIR is the appropriate type of document to identify the geographic extent of sensitive resources and hazards, along with existing and planned services and infrastructure support systems that occur in the planning area. Further, the Program EIR is described in Section 15168 of the CEQA Guidelines as the appropriate analytical framework to assess the cumulative environmental effects of the full plan, in a first tier level of analysis, to identify broad concerns and sets of impacts, and to define/develop regulatory standards and programmatic procedures that reduce impacts and help achieve environmental goals and objectives.

3.1.1.1 Focused General Plan Amendment and Mobility Element Update

A request to amend/modify/add certain polices within the 2013 Mobility Element of the Colton General Plan and Amend Chapter 10.60 (Designated Truck Routes) to Title 10 of the Colton Municipal Code amending the 2016 Truck Routes Master Plan that was adopted by the City to established and regulate Designated Truck Routes in the City of Colton and to Certify an Addendum to Environmental Impact Report (EIR) State Clearing House No. 2012031037.

2013 Certified EIR

Pursuant to Section 15085 of the State CEQA Guidelines, a Notice of Completion (NOC) was filed with the State Office of Planning and Research (OPR) on January 15, 2013, and the DEIR circulated for public and agency review for a period of 45 days. A copy of the DEIR was posted at the Colton Library and at City Hall. Copies of the DEIR were sent to responsible agencies, local agencies, and concerned agencies and individuals, as requested. Public hearings will be held in conjunction with the review of the project.

3.0-PROJECT DESCRIPTION

3.2 PROJECT DESCRIPTION

The City of Colton’s (City) proposes a General Plan Amendment to update the 2013 Mobility Update to comply with Assembly Bill 98 (AB 98), which was signed by the Governor on September 30, 2024. Subsequently, the Legislature passed Senate Bill 415 (SB 415), legislation intended to clarify the regulations set forth in AB 98/ SB 415 was signed by the Governor on October 3, 2025.

AB 98 adds regulations for warehouse logistics facilities over 250,000 square feet that primarily handle, store, and distribute goods and these regulations must be implemented no later than January 1, 2026. As stated in Government Code Sec. 65098.1(b)(4)(5), new or expanded logistics use developments in excess of 250,000, or where the loading bay is within 900 feet of a sensitive receptor to implement the following:

(4) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

(5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.

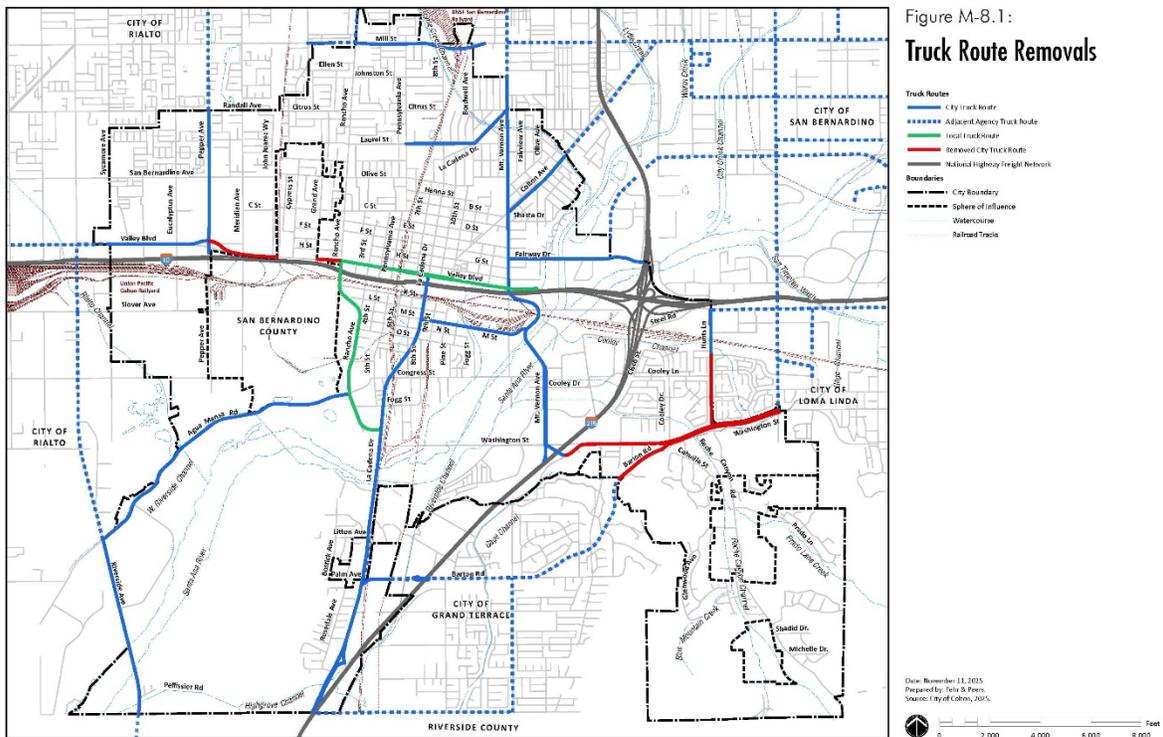
Resulting from this legislation, the City proposes to update the Mobility Element of the General Plan and revise the 2016 Truck Routes to ensure that any future or in-process applications for logistic use development, comply with these provisions of AB 98. To facilitate these updates the City of Colton (City) proposes a General Plan Amendment to update the 2013 Mobility Element and the 2016 Truck Route Plan. The City will utilize an analysis of the Average Daily Trips (ADT), for truck traffic, to comply with Assembly Bill 98 (AB 98). The City has determined that an EIR Addendum (Addendum) is the appropriate environmental document to comply with the California Environmental Quality Act (CEQA). This is herein further known as the “Project”.

The EIR Addendum will supplement the City of Colton General Plan EIR (State Clearinghouse #2012031037). This EIR Addendum focuses on providing additional information and analysis necessary to address proposed changes within the Mobility Element of the General Plan Update and transportation diagrams and typical street cross sections included in the Truck Route Plan. The analysis includes updates to estimates of vehicular travel demand and forecast volumes at key roadway segments within the 2013 Mobility Element that would update the information currently available in an appendix to the 2013 Mobility Element. The City proposes to revise the 2016 Truck Routes to Comply with the provisions listed above.

The updated City Truck Routes are shown in **Figure 3.0-2: City of Colton Truck Routes Removed**.

3.0-PROJECT DESCRIPTION

Figure 3.0-2: City of Colton Truck Routes Removed



3.0-PROJECT DESCRIPTION

3.2.1 PROJECT OBJECTIVES

1. Provide a comprehensive land use plan that identifies development scenarios which designate the distribution, location, and extent of land uses that compliment and serve visitors to the Acrisure Arena and Classic Club, as well as the surrounding area;
2. Guide land uses associated with development of the Classic Club Specific Plan Amendment in sufficient detail to ensure that the subject site develops in a manner consistent with the intent of the General Plan; protects the public health, safety and general welfare; complements zoning and land uses on adjacent properties and is suitable and appropriate for the subject property;
3. Incorporate project design standards which encourage creativity and excellence;
4. Expand the tourist commercial uses within the Project Site to generate substantial transient occupancy tax and sales tax revenues to the County;
5. Provide additional rental housing to help the County and region meet their housing needs;

3.3 CITY ACTION REQUESTED

The City of Colton proposes to update its 2013 General Plan Mobility Element to comply with Assembly Bill 98 (AB 98) passed on September 30, 2024, and the subsequent cleanup legislation, Senate Bill 415 (SB 415) passed on October 3, 2025. This legislation introduces significant changes to how California regulates logistics uses defined as facilities in excess of 250,000 square feet that are primarily used for the handling, storage, and distribution of goods. A key component of the legislation is the requirement for cities designated by the legislation as warehouse concentration region jurisdictions to designate truck routes that are consistent with the requirements of the legislation (codified as Section 65302.02 of the Government Code) and incorporate the routes into the General Plan before January 1, 2026.

The 2013 General Plan Mobility Element already contains many of the provisions contained within the legislation, including designated truck routes. The truck route update coincides with the City's recent work in updating the City Zoning Code that resulted in changes to permitted zoning districts for warehouses in excess of 108,000 square feet (Ordinance O-01-23, adopted on

February 21, 2023). The adopted ordinance resulted in updates to Title 18 (Zoning Code) consisting of new definitions, permitted uses, Special Provisions and standards for all City Industrial zones related to truck and trailer storage uses, general warehouses, and warehouse and distribution projects.

3.0-PROJECT DESCRIPTION

The City must consider the following when updating the truck routes:

- Ensure efficient and safe routes for goods movement.
- Maximize the use of freeways, highways, and major roadways (arterials/collectors fronted by commercial/industrial uses).
- Minimize exposure of sensitive receptors as defined by California Government Code Section 65098(e)
- Make a diligent effort to achieve public participation of all economic segments of the community.

The proposed project would revise the City's Mobility Element to include updated truck route designations, goals, and policies in compliance with the legislation through an analysis of existing truck activity and truck-served facilities and with feedback and input from the community.

4.1 BACKGROUND

The City of Colton proposes to update its 2013 General Plan Mobility Element to comply with Assembly Bill 98 (AB 98) passed on September 30, 2024, and the subsequent cleanup legislation, Senate Bill 415 (SB 415) passed on October 3, 2025. This legislation introduces significant changes to how California regulates logistics uses defined as facilities in excess of 250,000 square feet that are primarily used for the handling, storage, and distribution of goods. A key component of the legislation is the requirement for cities designated by the legislation as warehouse concentration region jurisdictions to designate truck routes that are consistent with the requirements of the legislation (codified as Section 65302.02 of the Government Code) and incorporate the routes into the General Plan before January 1, 2026.

The 2013 General Plan Mobility Element already contains many of the provisions contained within the legislation, including designated truck routes. The truck route update coincides with the City's recent work in updating the City Zoning Code that resulted in changes to permitted zoning districts for warehouses in excess of 108,000 square feet (Ordinance O-01-23, adopted on February 21, 2023). The adopted ordinance resulted in updates to Title 18 (Zoning Code) consisting of new definitions, permitted uses, Special Provisions and standards for all City Industrial zones related to truck and trailer storage uses, general warehouses, and warehouse and distribution projects.

The City must consider the following when updating the truck routes:

- Ensure efficient and safe routes for goods movement
- Maximize the use of freeways, highways, and major roadways (arterials/collectors fronted by commercial/industrial uses)
- Minimize exposure of sensitive receptors as defined by California Government Code Section 65098(e)
- Make a diligent effort to achieve public participation of all economic segments of the community

The proposed project would revise the City's Mobility Element to include updated truck route designations, goals, and policies in compliance with the legislation through an analysis of existing truck activity and truck-served facilities and with feedback and input from the community.

4.0-ENVIRONMENTAL CHECKLIST

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The Project has the potential to impact the Air Quality, Greenhouse Gas Emissions, and Noise, to the Project Site and surrounding areas.

4.3 DETERMINATION (TO BE COMPLETED BY LEAD AGENCY)

Staff analyzed the proposal for California Environmental Quality Act (CEQA) compliance. An addendum to the 2013 City of Colton General Plan Update EIR is being prepared

5.1 AESTHETICS

At the time of the certified EIR, Impacts to Aesthetics would be less than significant. The Project would not alter the analysis conducted in the Certified EIR relative to Aesthetic impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.2 AGRICULTURE AND FORESTRY RESOURCES

At the time of the certified EIR, Impacts to Agriculture and Forestry would be less than significant. The Project would not alter the analysis conducted in the Certified EIR relative to Agriculture and Forestry impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.3 AIR QUALITY

At the time of the certified EIR, Impacts to Air Quality would be significant and unavoidable, even with mitigation measures incorporated. A change in truck routes has the potential to create new and substantially increased impacts to air quality, even with a reduction in the overall number of truck routes, the potential to expose new sensitive receptors to substantial pollutants concentrations is evaluated.

5.3.1 EXISTING CONDITIONS

The proposed General Plan Update has the potential to conflict with the 2007 and 2012 Air Quality Management Plans because land use policy does not support the same level of population growth projected. Also, projected cumulative daily pollutant emissions program-wide have the potential to exceed SCAQMD thresholds for criteria pollutants. Impacts at the program level are significant and unavoidable.

5.3.2 THRESHOLDS OF SIGNIFICANCE

The Mobility Plan Update could result in a significant impact if it:

- a) Conflict with or obstruct implementation of the applicable air quality plan?***
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?***
- c) Expose sensitive receptors to substantial pollutant concentrations?***
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

5.3.3 ENVIRONMENTAL IMPACTS

A. Conflict with or obstruct implementation of the applicable air quality plan?

The Project was evaluated under the Certified EIR and found to create significant and unavoidable impacts to Threshold A. The Project proposes to reduce the number of truck routes currently available in the City, which does not result in a substantially increased impact to Threshold A, greater than that identified in the Certified EIR. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

B. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?

The Project was evaluated under the Certified EIR and found to create significant and unavoidable impacts to Threshold B. The Project proposes to reduce the number of truck routes currently available in the City, which would reduce the anticipated increase in criteria pollutants; however, not below the level of significant and unavoidable. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

C. Expose sensitive receptors to substantial pollutant concentrations?

The proposed Project would remove truck routes along Valley Blvd, Washington St, Barton Rd., and Hunts Ln. The locations of these routes would reduce potentially sensitive receptors to substantial pollutant concentrations. The routes to be removed are primarily located within industrial areas; however, an annex facility for Kaiser Permanente Hospital exists along Cooley Ln. The removal of the Valley Blvd, Barton Rd and Hunts Ln truck routes would reduce the impact to sensitive receptors at these locations, resulting in a reduction in the population potentially exposed to pollutant concentrations. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

The proposed Project does not involve the release of emissions leading to odors. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

5.3.4 MITIGATION MEASURES

No additional mitigation measures are required.

5.4 BIOLOGICAL RESOURCES

At the time of the certified EIR, Impacts to Biological Resources would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Biological Resource impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project. Mitigation Measures 4.4.A-1 and 4.4.A-2, of the Certified EIR, would apply to the Project where applicable.

5.5 CULTURAL RESOURCES

At the time of the certified EIR, Impacts to Cultural Resources would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Cultural Resource impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project. Mitigation Measures 4.5-1, of the Certified EIR, would apply to the Project where applicable.

5.6 GEOLOGY AND SOILS

At the time of the certified EIR, Impacts to Geology and Soils would be less than significant. The Project would not alter the analysis conducted in the Certified EIR relative to Geology and Soils impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project. applicable plan, policy

5.7 GREENHOUSE GAS EMISSIONS

At the time of the certified EIR, Impacts to Greenhouse Gas emissions would be significant and unavoidable, even with mitigation measures incorporated. A change in truck routes has the potential to create new and substantially increased impacts to air quality, even with a reduction in the overall number of truck routes, the potential to expose new sensitive receptors to substantial pollutants concentrations is evaluated

EXISTING CONDITIONS

Construction emissions of greenhouse gases associated with build-out pursuant to land use policy will be less than significant. Over the long term, GHG emissions may exceed regional thresholds established, as projected population capacity for Colton falls below population growth assumptions in the regional plans. Impacts at the program level are significant and unavoidable. The proposed General Plan Update has the potential to conflict with the 2012 SCAG RTP/SCS and CARB Scoping Plan—and thereby not attain GHG reductions targets—because land use policy does not support the

same level of population growth projected. Impacts at the program level are significant and unavoidable.

THRESHOLDS OF SIGNIFICANCE

The Mobility Plan Update could result in a significant impact if it:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.*
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

ENVIRONMENTAL IMPACTS

- A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.*

The Project was evaluated under the Certified EIR and found to create significant and unavoidable impacts to Threshold A. The Project proposes to reduce the number of truck routes currently available in the City, which does not result in a substantially increased impact to Threshold A, greater than that identified in the Certified EIR. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

- B. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

The Project was evaluated under the Certified EIR and found to create significant and unavoidable impacts to Threshold B. The Project proposes to reduce the number of truck routes currently available in the City, which would reduce the anticipated increase in criteria pollutants; however, not below the level of significant and unavoidable. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

MITIGATION MEASURES

No additional mitigation measures are required.

5.8 HAZARDS AND HAZARDOUS MATERIALS

At the time of the certified EIR, Impacts to Hazards and Hazardous Materials would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Hazards and Hazardous Materials impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased

significant effects would occur with implementation of the proposed Project. Mitigation Measures 4.8.D-1, of the Certified EIR, would apply to the Project where applicable.

5.9 HYDROLOGY AND WATER QUALITY

At the time of the certified EIR, Impacts to Hydrology and Water Quality would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Hydrology and Water Quality impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.10 LAND USE

At the time of the certified EIR, Impacts to Land Use would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Land Use impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.11 MINERAL RESOURCES

At the time of the certified EIR, Impacts to Mineral Resources would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Mineral Resources impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.12 NOISE AND VIBRATION

At the time of the certified EIR, Impacts from noise would be less than significant. The Certified EIR identified regulatory measures that would reduce impacts from noise. The Project proposes to reduce the number of truck routes currently available in the City, which does not result in a substantially increased impact from noise, greater than that identified in the Certified EIR. The removal of the Valley Blvd., Barton Rd and Hunts Ln truck routes would reduce the impact to sensitive receptors at these locations, resulting in a reduction in the population potentially exposed to a temporary or permanent increase in noise, ground borne vibration, or an increase in the ambient noise. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

5.13 POPULATION AND HOUSING

This section examines population and housing growth impacts associated with the implementation of the Mobility Element. Population and household estimates and projections for the City were obtained from the Southern California Association of Governments (SCAG).

At the time of the certified EIR, Impacts to Population would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Mineral Resources impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project. Public Services

At the time of the certified EIR, Impacts to Mineral Resources would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Mineral Resources impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.14 RECREATION

At the time of the certified EIR, Impacts to Recreation would be significant and unavoidable, even with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Recreation impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.15 TRANSPORTATION/TRAFFIC

At the time of the certified EIR, Impacts to Transportation and Traffic would be significant and unavoidable, even with mitigation measures incorporated. The Certified EIR did not evaluate VMT as SB 743 was not approved until 2020. The proposed Project does not alter the land uses of the parcels adjacent to the truck route changes and is not subject to VMT. As such, the Project would not alter the analysis conducted in the Certified EIR relative to Transportation and Traffic impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.16 UTILITIES AND SERVICE SYSTEMS

At the time of the certified EIR, Impacts to Mineral Resources would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Mineral Resources impacts due to the nature of the proposed reduction in the City's

Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.17 MANDATORY FINDINGS OF SIGNIFICANCE

The Certified EIR evaluated Growth Inducing Impacts as part of the Impact Analysis.

Growth-inducing effects include ways in which the proposed General Plan Update could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. A prime example is a major infrastructure project or road extension which provides urban service capacities to currently undeveloped areas, thus removing an obstacle to population growth.

The proposed General Plan Update is specifically intended to provide for the orderly growth of the planning area to achieve economic, environmental and quality of life benefits. Nothing in the General Plan Update proposes new infrastructure systems to facilitate growth of undeveloped areas that were not proposed in the existing General Plan. There are no proposed policies, regulations, or ordinances that are part of the project or implied by the General Plan Update Program that will encourage or enable significantly higher levels of growth than have been anticipated in regional forecasts by SCAG. Improvements to the road, storm drain, potable water, and sewer systems, including those listed in this EIR, are intended to achieve desired levels of service as growth occurs, rather than facilitate growth beyond what is planned for in the existing General Plan.

Projects permitted pursuant to land use policy will provide for additional housing for all income levels, create a better balance of residential and non-residential uses in the community, promote organized and pedestrian-friendly commercial development and protect natural resources. Implementation of the General Plan will result in a more inclusive community, maintain a balance between housing and employment and foster a stable economic base and diverse employment opportunities.

As such, the Project would not alter the analysis conducted in the Certified EIR relative to Transportation and Traffic impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

6.0 MITIGATION MONITORING AND REPORTING PROGRAM

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Resolution R-27-25 Pertaining to Amendments to the Colton 2013 General Plan Mobility Element with Exhibit A-2 includes Text and Maps and Title 10, Chapter 10.60 (Truck Routes) with Exhibit A -1 includes Text

ATTACHMENT 5

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RESOLUTION NO. R-27-25

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COLTON RECOMMENDING COLTON CITY COUNCIL APPROVAL OF AMENDMENTS TO THE 2013 GENERAL PLAN MOBILITY ELEMENT AND TO SECTION 10.60 OF TITLE 10 OF THE COLTON MUNICIPAL CODE, AS THEY PERTAIN TO TRUCK ROUTES IN THE CITY OF COLTON AND ADOPTION OF AN ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE COLTON 2013 GENERAL PLAN UPDATE PROJECT (STATE CLEARINGHOUSE NO. 2012031037): FILE INDEX NUMBER DAP25-0024

WHEREAS, on August 20, 2013, the 2013 General Plan Mobility Element was adopted by the City Council by Resolution No. R-61-13;

WHEREAS, on November 16, 2016, the City Council adopted Section 10.60 of Title 10 of the Colton Municipal Code, amending the 2016 Truck Routes Master Plan; and

WHEREAS, the Planning Commission of the City of Colton (“Planning Commission”) held a public hearing on November 11, 2025, after giving duly published notice, to consider an amendment to the General Plan Mobility Element and to Section 10.60 of Title 10 of the Colton Municipal Code regarding truck routes and to adopt an accompanying addendum to the EIR for the 2013 General Plan Update Project, at which time it considered all oral and written testimony regarding the amendment; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred;

WHEREAS, the City of Colton Planning Commission has determined that the above-described project will not have a significant effect on the environment and has recommended adoption of an addendum to 2013 General Plan Environmental Impact Report (EIR).

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF COLTON:

SECTION 1. The Planning Commission hereby recommends that the City Council of the City of Colton (“City Council”) adopt the 2013 General Plan Mobility Plan Amendment attached hereto as Exhibit “A.1,” and adopt the amendments to Section 10.60 of Title 10 of the Colton Municipal Code amending the 2016 Truck Routes Master Plan attached hereto as Exhibit “A.2”, which are hereby expressly incorporated herein by reference.

SECTION 2. Based on the entire record before it and all written and oral evidence presented, the Planning Commission finds that pursuant to the California Environmental Quality Act (CEQA), under California Public Resources Code section 21080.17, the California Environmental Quality Act (“CEQA”), pursuant to the California Environmental Quality Act Guidelines, an Addendum to the 2013 EIR was prepared because the proposed modifications to the 2013 Mobility Element do not result in any of the circumstances requiring a Subsequent or Supplemental EIR within Exhibit-“A.1” of

1 this resolution. The proposed modifications do not result in development that differs in
 2 street use or changes contrary to policies within the 2013 Mobility Element than what was
 3 assumed in the 2013 EIR, those modifications do not trigger the need for preparation of a
 4 Subsequent or Supplemental EIR under the criteria listed in CEQA Guidelines Sections
 5 15162 and 15163, respectively. The Addendum to the 2013 EIR demonstrates that no
 6 substantial changes would result from the revised project modifications nor have the
 7 existing conditions in the project vicinity substantially changed such that major revisions
 8 to the 2013 EIR would be required. The project would not result in a new significant
 9 environmental effect or a substantial increase in the severity of previously identified
 10 significant effects. Specifically, the proposed Truck Route amendments, as compared to
 11 the 2016 Truck Route Master Plan, do not result in new or substantially greater significant
 12 impacts because the scale and nature of the proposed truck routes are sufficiently similar
 13 to that analyzed in the 2013 General Plan EIR such that the impacts of the proposed
 14 amendments to the 2016 Truck Route Master Plan are within the levels and types of
 15 environmental impacts disclosed in the 2013 General Plan EIR; and

SECTION 3. The Secretary shall certify the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED this 11th day of November, 2025.

14 _____
 15 Richard Prieto
 16 Planning Commission Chairperson

17 ATTEST:

18 _____
 19 Planning Commission Secretary
 20 Heidi Duron, MPA
 21 Development Services Director

CERTIFICATION

22 STATE OF CALIFORNIA)
 23 COUNTY OF SAN BERNARDINO) ss.
 24 CITY OF COLTON)

25 I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning
 26 Commission of the City of Colton at a meeting held on November 11, 2025, by the
 27 following vote of the Planning Commission:

- 28 AYES:
- NOES:
- ABSENT:
- ABSTAIN:

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Planning Commission Secretary
Heidi Duron, MPA
Development Services Director

**Exhibit-A-1 of Resolution
No. R-27-25**

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLTON APPROVING AMENDMENTS TO 2013 GENERAL PLAN MOBILITY ELEMENT AS IT PERTAINS TO TRUCK ROUTES IN THE CITY OF COLTON AND ADOPTING THE ACCOMPANYING ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE COLTON 2013 GENERAL PLAN UPDATE PROJECT (STATE CLEARINGHOUSE NO. 2012031037); FILE INDEX NUMBER DAP25-0024

WHEREAS, on August 20, 2013, the 2013 General Plan Mobility Element was adopted by the City Council by Resolution No. R-61-13; and

WHEREAS, the Mobility Element of the General Plan is a Citywide Traffic/Circulation Plan which outlines the City's Goals and Policies for the orderly development of the local transportation system; and

WHEREAS, on November 11, 2025, the Planning Commission of the City of Colton ("Planning Commission") conducted a duly noticed public hearing and recommended by a vote of ___ to ___ that the City Council adopt a General Plan Amendment No. DAP25-0024 to amend the Mobility Element of the General Plan, to specifically address a revision to various policies as specified herein as related to truck routes within the 2013 Mobility Element; and

WHEREAS, on _____ 202__, the Colton City Council conducted a duly noticed public hearing to consider General Plan Amendment No. DAP25-0024 to amend the Mobility Element of the General Plan; and

WHEREAS, the General Plan Amendment described herein is being adopted to implement the standards and requirements established by recent State law, specifically Assembly Bill 98 (2024) and Senate Bill 415 (2025); and

WHEREAS, all other legal prerequisites to the adoption of this Ordinance have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COLTON DOES ORDAIN AS FOLLOWS:

SECTION 1. The City Council hereby adopts the recitals and findings set forth above and in the agenda report prepared in connection with this Ordinance.

SECTION 2. General Plan Consistency. Based on the entire record before the City Council and all written and oral evidence presented, including the staff report and the findings made in this Ordinance, the City Council hereby finds and determines that the proposed Amendment to the General Plan Mobility Element is consistent with the goals

1 and policies of the City of Colton General Plan and is reasonably related to the public
2 welfare of the citizens of the City and surrounding regions. Specifically, the Major
3 Highway designation of San Bernardino Avenue has been determined to be unnecessary
4 due to long-term and short-term traffic projections and also infeasible due to existing
5 development constraints adjacent to that roadway.

6 **SECTION 3.** The Mobility Element of the General Plan, is hereby amended by
7 deleting, modifying and/or adding the text as shown in the attached pages of the General
8 Plan Mobility Element (Exhibit A-1) (New Text is shown Double Underline and deleted
9 text is shown in ~~strikethrough~~.)

10 **SECTION 4.** Severability. If any section, subsection, subdivision, sentence,
11 clause, phrase, or portion of this Resolution for any reason is held to be invalid or
12 unconstitutional by the decision of any court of competent jurisdiction, such decision shall
13 not affect the validity of the remaining portions of this Resolution. The City Council
14 hereby declares that it would have adopted this Resolution, and each section, subsection,
15 subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any
16 one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions
17 thereof be declared invalid or unconstitutional.

18 **SECTION 5.** Based on the entire record before it and all written and oral evidence
19 presented, the City Council finds that pursuant to the California Environmental Quality
20 Act (CEQA), under California Public Resources Code section 21080.17, the California
21 Environmental Quality Act (“CEQA”), pursuant to the California Environmental Quality
22 Act Guidelines, an Addendum to the 2013 EIR was prepared because the proposed
23 modifications to the 2013 Mobility Element do not result in any of the circumstances
24 requiring a Subsequent or Supplemental EIR within Exhibit-“A.1” of this resolution. The
25 proposed modifications do not result in development that differs in street use or changes
26 contrary to policies within the 2013 Mobility Element than what was assumed in the 2013
27 EIR, those modifications do not trigger the need for preparation of a Subsequent or
28 Supplemental EIR under the criteria listed in CEQA Guidelines Sections 15162 and 15163,
respectively. The Addendum to the 2013 EIR demonstrates that no substantial changes
would result from the revised project modifications nor have the existing conditions in the
project vicinity substantially changed such that major revisions to the 2013 EIR would be
required. The project would not result in a new significant environmental effect or a
substantial increase in the severity of previously identified significant effects. Specifically,
the proposed Truck Route amendments, as compared to the 2016 Truck Route Master Plan,
do not result in new or substantially greater significant impacts because the scale and nature
of the proposed truck routes are sufficiently similar to that analyzed in the 2013 General
Plan EIR such that the impacts of the proposed amendments to the 2016 Truck Route
Master Plan are within the levels and types of environmental impacts disclosed in the 2013
General Plan EIR

26 **SECTION 6.** Certification/Publication. The City Clerk shall certify to the passage
27 of the Resolution and cause the same or a summary thereof to be published within fifteen
28 (15) days after adoption in a newspaper of general circulation published and circulated in
the City of Colton.

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SECTION 7. This Resolution shall become effective thirty (30) days after its adoption in accordance with the provisions of California law.

PASSED, APPROVED AND ADOPTED on this ___ day of _____, 2025.

Frank Navarro
Mayor

ATTEST:

Isaac T. Suchil
City Clerk

General Plan Mobility Element Update (December 2025)

Recommended Changes to Page M-47 of the 2013 Mobility Element

Truck Routes

The delivery of goods directly to and from Colton businesses is primarily provided by trucks on surface streets. The State of California Vehicle Code has established regulations on the use of local roads by trucks and other heavy vehicles. To protect residential neighborhoods from the impacts of the high volumes truck traffic, certain streets have been designated as truck routes by local ordinance. The City strives to connect local truck routes with other cities' truck routes to form an integrated regional network for the movement of goods.

Routes are designated based on the industrial districts served, access to freeways, industrial, and connector streets, and avoidance of residential neighborhoods. Identifying truck routes is important not just to preserve dedicated routes to serve industrial districts and reduce land use conflicts, but also to allow for proper street construction and maintenance, given that heavy truck traffic impacts physical street conditions more quickly than automobile traffic.

Truck routes ~~are listed below and shown on Figure M-8.1. will continue to be defined by ordinance via the Municipal Code and will require City Council approval for modification.~~ Truck routes are subject to change based on vehicular traffic, changes to surrounding city truck routes, enforcement, and trucking demand through Colton. ~~Modification to designated truck routes will require a General Plan Amendment to the Mobility Element and an update and dissemination of a new GIS truck map. At a minimum, the following roadways will continue to serve as truck routes to support industrial business activity:~~

- * ~~Valley Boulevard~~
- * ~~Pepper Avenue~~
- * ~~Mount Vernon Avenue~~
- * ~~Colton Avenue~~
- * ~~Fairway Drive~~
- * ~~La Cadena Drive~~
- * ~~Rancho Avenue (south of Valley Boulevard)~~
- * ~~Washington Street~~

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The specified portions of the following public streets are hereby designated as ~~"Truck Routes."~~ Truck Routes. These truck routes provide access to businesses within and adjacent to the City.

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1. Mt. Vernon Avenue (Washington Street to North City Limits)
2. Laurel Street (Pennsylvania Avenue to La Cadena Drive)
3. La Cadena Drive (Laurel Street to Mt. Vernon Avenue)

-
4. Colton Avenue (Mt. Vernon Avenue to East City Limits)
 5. Fairway Drive (Mt. Vernon Avenue to East City Limits)
 6. Valley Boulevard (~~within Colton City Limits~~between Pepper Avenue and western City limit and between Rancho Avenue and its eastern terminus at Sperry Drive)
 7. Pepper Avenue (within Colton City Limits)
 8. La Cadena Drive (Valley Boulevard to South City Limits)
 9. Agua Mansa Road (West City limits to Rancho Avenue)
 10. Riverside Avenue (within Colton City Limits)
 11. Iowa Avenue (La Cadena Drive to South City Limits)
 - ~~12. M Street (La Cadena Drive to Mt. Vernon Avenue)~~
 - ~~13~~12. Barton Road (~~within Colton City Limits~~between La Cadena Drive and I-215)
 - ~~14~~13. Washington Street (Mt. Vernon Avenue to ~~East City Limits~~I-215)
 - ~~15~~14. Hunts Lane (~~Washington Street-Commercial Road~~ to North City Limits)
 - ~~16~~15. Rancho Avenue (La Cadena Drive to Agua Mansa Road)

The specified portions of the following public streets are hereby designated as "Local Truck Routes". Local truck routes provide access to businesses that require use of local roadways to access existing industrial uses.

Local Truck Routes:

- ~~12.~~ M Street (La Cadena Drive to Mt. Vernon Avenue)
2. Rancho Avenue (Valley Boulevard to La Cadena Drive)
3. Valley Boulevard (Rancho Avenue and its eastern terminus at Sperry Drive)

Proposed Changes to Page M-56 of the 2013 General Plan Mobility Element

Goods Movement

The efficient movement of goods and freight support the economic success of the City and local and regional businesses. The transportation system needs to respond to the needs of businesses to easily access regional routes and access local commercial and industrial business. The designation of truck routes and maintained rail lines and spurs are central to these needs.

Goal M-5: Maintain an efficient network of goods and freight movement that supports the needs of Colton businesses while reducing truck and rail traffic impacts on residential neighborhoods.

Policy M-5.1: Work with railroad operators to limit the aesthetic, noise, vibration, traffic congestion, and air quality impacts of new projects on residential neighborhoods adjacent to railroad lines and railroad projects.

Policy M-5.2: Ensure that Colton Crossing design, construction activities, maintenance, and railroad operations do not create negative adverse impacts to surrounding residential properties.

Policy M-5.3: Maintain the Railroad Quiet Zones through Colton to limit locomotive horn blowing adjacent to residential neighborhoods.

Policy M-5.4: Support the abandonment or the realignment of railroad spurs that no longer serve industrial-support services and that create pedestrian safety conditions.

Policy M-5.5: Vigorously enforce established truck routes to discourage truck shortcuts through residential neighborhoods and study the feasibility of new alternative routes that avoid sensitive receptors. Designate Truck Routes in coordination with adjacent jurisdictions to accommodate the safe and efficient movement of trucks to truck-served uses. Establish Local Truck Routes that permit access to local businesses only and prohibit through truck traffic.

Policy M-5.6: The City shall establish and maintain specific truck routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as defined by Section 65098 of the California Government Code as follows: Truck routes shall maximize the use of interstate or state divided highways as preferred routes for truck routes and maximize use of arterial roads, major thoroughfares, and local roads that predominantly serve commercial or industrial uses when state or interstate highways are not utilized.

- Major or minor collector streets and local roads that predominantly serve commercial or industrial uses shall be used for truck routes only when strictly necessary to reach existing industrial uses. Truck routes shall be designated on streets that minimize exposure to sensitive receptors, including residential areas, schools, public parks, and hospitals.

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-
- Truck routes must be located on roadways with the design and construction capacity to accommodate truck traffic.
 - The City shall install conspicuous signage to identify truck routes and additional signage for truck parking and appropriate locations for idling and parking.
 - The City shall engage all economic segments of the community when changes or modifications to the City's designated truck routes are being considered.
 - The City shall maintain a GIS map of the designated truck routes and share the information with appropriate users.

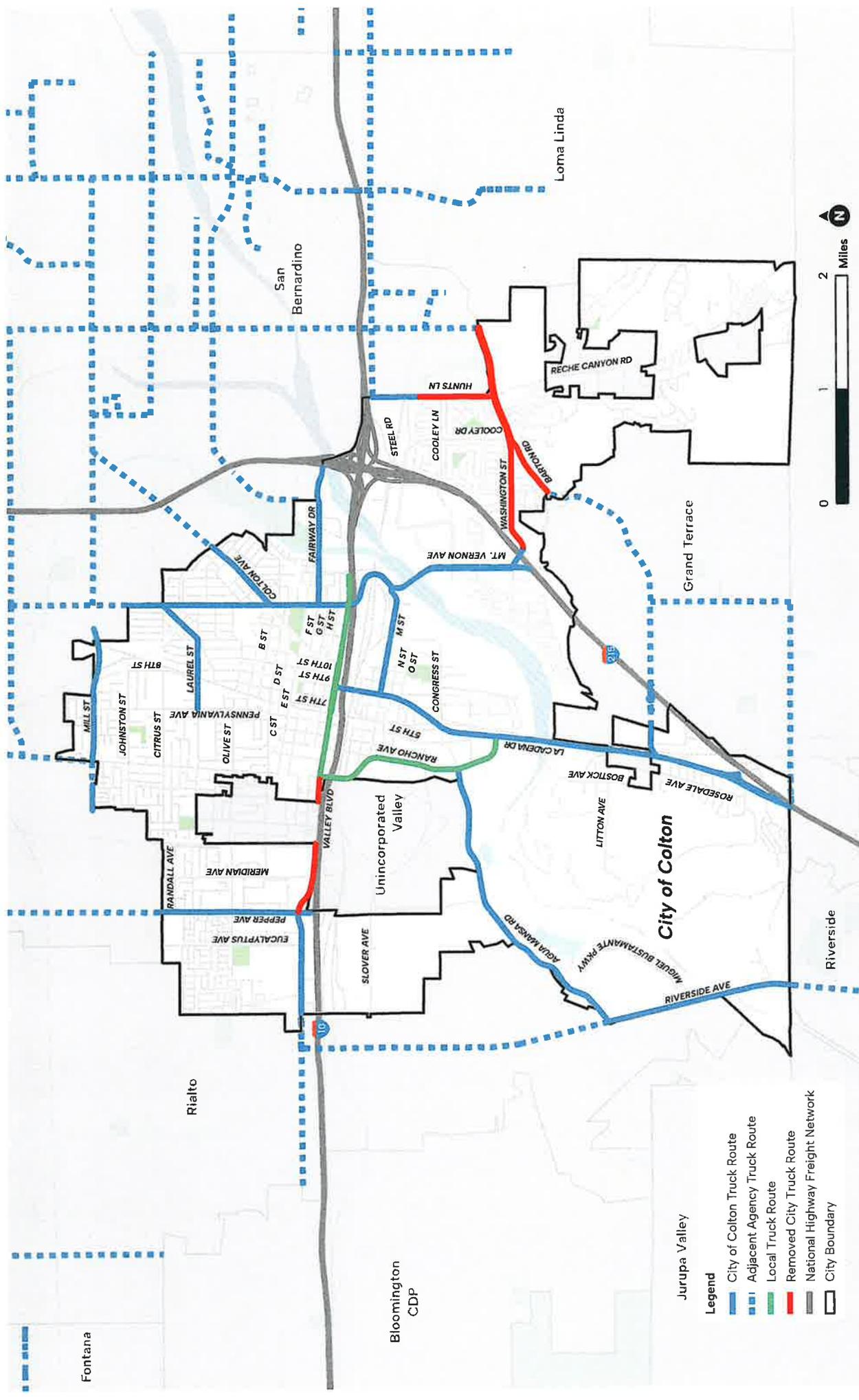
~~Ensure that the designated truck routes conform to the following performance criteria:~~

~~Truck routes must avoid intrusions into residential neighborhoods to limit noise, vibration, and air quality impacts.~~

~~To the extent feasible, truck routes will not be provided on local streets and on streets with mostly residential frontage.~~

~~Truck routes must be located on roadways that provide direct and convenient access between Major Arterials and freeways (I-10 and I-215) and industrial and commercial businesses.~~

~~Truck routes must be located on roadways with the design and construction capacity to accommodate truck traffic.~~



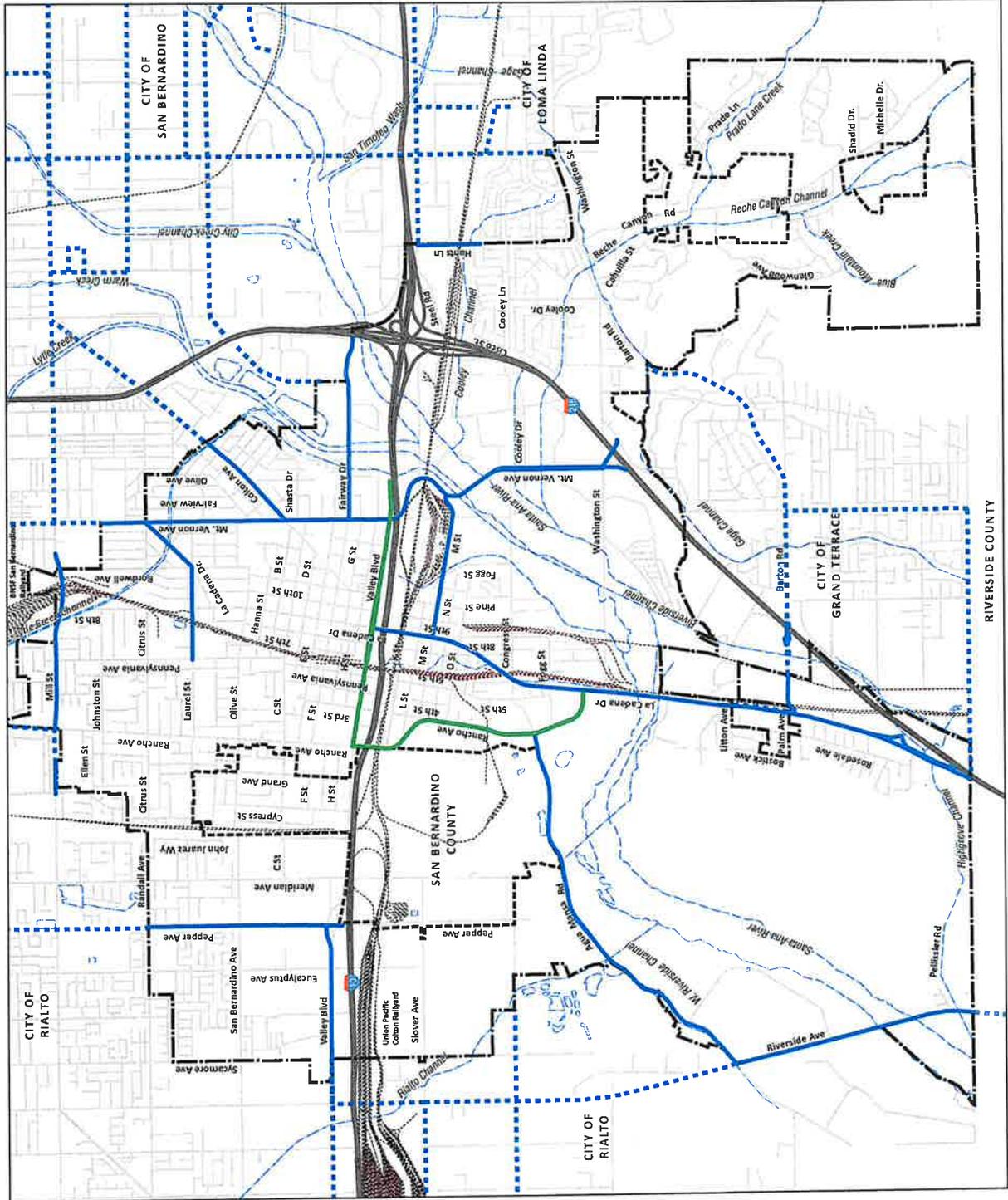
- Legend**
- City of Colton Truck Route
 - - - Adjacent Agency Truck Route
 - Local Truck Route
 - Removed City Truck Route
 - National Highway Freight Network
 - City Boundary

Citywide 2025 Truck Route Update

Figure M-8:

Truck Route Plan

- Truck Routes**
- City Truck Route
 - Adjacent Agency Truck Route
 - Local Truck Route
 - National Highway Freight Network
- Boundaries**
- City Boundary
 - Sphere of Influence
 - Watercourse
 - Railroad Tracks



Date: November 11, 2025
 Prepared by: Fahr & Peers
 Source: City of Colton, 2025.

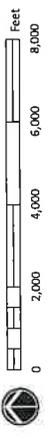
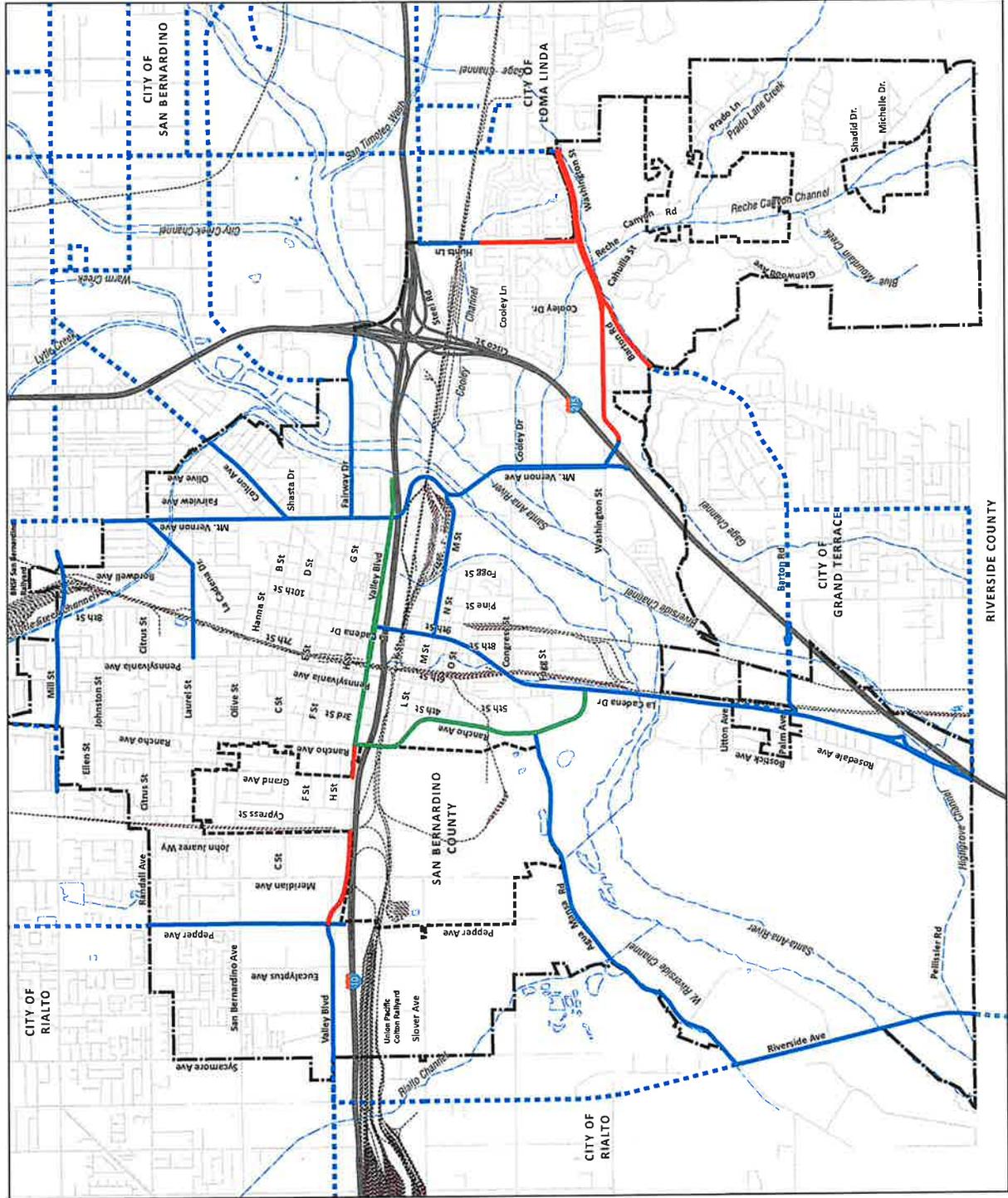


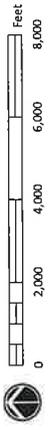
Figure M-8.1:

Truck Route Removals

- Truck Routes**
- City Truck Route
 - Adjacent Agency Truck Route
 - Local Truck Route
 - Removed City Truck Route
 - National Highway Freight Network
- Boundaries**
- City Boundary
 - Sphere of Influence
 - Watercourse
 - Railroad Tracks



Date: November 11, 2025
 Prepared by: Fehr & Peers
 Source: City of Colton, 2025.



1 **SECTION 4.** Based on the entire record before it and all written and oral evidence
2 presented, the City Council finds that pursuant to the California Environmental Quality
3 Act (CEQA), under California Public Resources Code section 21080.17, the California
4 Environmental Quality Act (“CEQA”), pursuant to the California Environmental Quality
5 Act Guidelines, an Addendum to the 2013 EIR was prepared because the proposed
6 modifications to the 2013 Mobility Element do not result in any of the circumstances
7 requiring a Subsequent or Supplemental EIR within Exhibit-“A.1” of this resolution. The
8 proposed modifications do not result in development that differs in street use or changes
9 contrary to policies within the 2013 Mobility Element than what was assumed in the 2013
10 EIR, those modifications do not trigger the need for preparation of a Subsequent or
11 Supplemental EIR under the criteria listed in CEQA Guidelines Sections 15162 and 15163,
12 respectively. The Addendum to the 2013 EIR demonstrates that no substantial changes
13 would result from the revised project modifications nor have the existing conditions in the
14 project vicinity substantially changed such that major revisions to the 2013 EIR would be
15 required. The project would not result in a new significant environmental effect or a
16 substantial increase in the severity of previously identified significant effects. Specifically,
17 the proposed Truck Route amendments, as compared to the 2016 Truck Route Master Plan,
18 do not result in new or substantially greater significant impacts because the scale and nature
19 of the proposed truck routes are sufficiently similar to that analyzed in the 2013 General
20 Plan EIR such that the impacts of the proposed amendments to the 2016 Truck Route
21 Master Plan are within the levels and types of environmental impacts disclosed in the 2013
22 General Plan EIR.

14 **SECTION 5. Certification/Publication.** The City Clerk shall certify to the passage
15 of the Resolution and cause the same or a summary thereof to be published within fifteen
16 (15) days after adoption in a newspaper of general circulation published and circulated in
17 the City of Colton.

17 **SECTION 6.** This Resolution shall become effective thirty (30) days after its
18 adoption in accordance with the provisions of California law.

19
20 PASSED, APPROVED AND ADOPTED on this ___ day of _____, 2025.

21
22
23 _____
24 Frank Navarro
25 Mayor

26 ATTEST:

27 _____
28 Isaac T. Suchil
 City Clerk

Chapter 10.60 DESIGNATED TRUCK ROUTES

10.60.010 Title.

This Chapter shall be known as the Truck Route Ordinance. The City of Colton hereinafter shall be called "City." This Chapter shall be applicable in the incorporated territory of the City.

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(Ord. No. O-20-16, § 1, 10-18-2016)

10.60.020 Designated.

A. The use of all streets within the City by any vehicle exceeding a gross weight of six-fourteen thousand pounds, except upon the Truck Routes specified in the City of Colton General Plan Mobility Element Section 10.60.020(B) is prohibited. A vehicle in excess of six-fourteen thousand pounds up to a maximum of fourteen thousand-eighty thousand pounds, including its load, may utilize the streets and portions of streets designated as Truck Routes. Except as otherwise provided in Section 21101 et seq. and Section 35701 et seq. of the California Vehicle Code, no vehicle in excess of fourteen-eighty thousand pounds, including its load, shall utilize the streets and portions of streets designated as Truck Routes. Streets designated as Local Truck Routes in the City of Colton General Plan Mobility Element shall only be used by local businesses. Through truck traffic is not permitted on Local Truck Routes.

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B. ~~The specified portions of the following public streets are hereby designated as "Truck Routes."~~

- ~~1. Mt. Vernon Avenue (Washington Street to North City Limits)~~
- ~~2. Laurel Street (Pennsylvania Avenue to La Cadena Drive)~~
- ~~3. La Cadena Drive (Laurel Street to Mt. Vernon Avenue)~~
- ~~4. Colton Avenue (Mt. Vernon Avenue to East City Limits)~~
- ~~5. Fairway Drive (Mt. Vernon Avenue to East City Limits)~~
- ~~6. Valley Boulevard (within Colton City Limits between Pepper Avenue and western City limit and between Rancho Avenue and its eastern terminus at Sperry Drive)~~
- ~~7. Pepper Avenue (within Colton City Limits)~~
- ~~8. La Cadena Drive (Valley Boulevard to South City Limits)~~
- ~~9. Agua Mansa Road (West City limits to Rancho Avenue)~~
- ~~10. Riverside Avenue (within Colton City Limits)~~
- ~~11. Iowa Avenue (La Cadena Drive to South City Limits)~~
- ~~12. M Street (La Cadena Drive to Mt. Vernon Avenue)~~
- ~~13. Barton Road (within Colton City Limits between La Cadena Drive and I 215)~~
- ~~14. Washington Street (Mt. Vernon Avenue to East City Limits) 215)~~
- ~~15. Hunts Lane (Washington Street Commercial Road to North City Limits)~~
- ~~16. Rancho Avenue (La Cadena Drive to Agua Mansa Road)~~

CB. The following street segment is proposed for restrictions to allow only trucks with a kingpin-to-rear-axle (KPRA) length of twenty-six feet or less:

1. Rancho Avenue (Valley Boulevard to Agua Mansa Road)

(Ord. No. O-20-16, § 1, 10-18-2016)